

Subject: Support -- SE 50s Bikeway Project

From: Robin Webster (robinwebster_65@yahoo.com)

samadams@portlandoregon.gov; mshaver1@yahoo.com;

To: Nick@portlandoregon.gov; amanda@portlandoregon.gov;

randy@portlandoregon.gov; dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;

Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;

Date: Tue, 02 Aug 2011 21:20:57

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 currently on the table that will significantly reduce car traffic, approaching the accepted local access level the street has been designed to handle. We thoroughly support this proposal though would like to see even more aggressive methods be considered such as the installation of a diversion at the intersection of SE Lincoln and SE 50th similar to the one that is in place at the intersection of SE 20th and SE Harrison. By reducing the number of outlets onto and off of the high volume streets of SE 52nd and SE Lincoln would remove the incentive for cut-through drivers and lessen the non-local traffic in the neighborhood.

In addition to improving the quality of the bike boulevards, the proposed 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,
Robin Webster

36882

Subject: Please support 50s Bikeway and aggressive traffic reductions
From: Dahnes Medora (dahnesmedora@yahoo.com)
samadams@portlandoregon.gov; nick@portlandoregon.gov;
amanda@portlandoregon.gov; randy@portlandoregon.gov;
To: dan@portlandoregon.gov; karla.moore-love@portlandoregon.gov;
sarah.figliozzi@portlandoregon.gov;
Cc: mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 21:27:09

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 currently on the table that will significantly reduce car traffic, approaching the accepted local access level the street has been designed to handle. We thoroughly support this proposal though would like to see even more aggressive methods be considered such as the installation of a diversion at the intersection of SE Lincoln and SE 50th similar to the one that is in place at the intersection of SE 20th and SE Harrison. By reducing the number of outlets onto and off of the high volume streets of SE 52nd and SE Lincoln would remove the incentive for cut-through drivers and lessen the non-local traffic in the neighborhood.

In addition to improving the quality of the bike boulevards, the proposed 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,

36882

--Dahnesh Medora

Subject: bikeway -- SE 52nd Ave
From: SONIA BOUCHARD (lennoxbouchard@msn.com)
mayorsam@portlandoregon.gov; nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; karla.moore-love@portlandoregon.gov;
sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 21:53:21

We live on SE 52nd Avenue, between Division and Lincoln streets. We fully support the efforts to restrict traffic on SE 52nd with a diverter barring northbound traffic at Division. Our street sometimes feels like a freeway despite speed bumps that the city installed approximately 8 years ago. The incredible number of cars on our two blocks are not passing through to visit people living here. Drivers use our street to access SE 50th or SE 60th via Lincoln Street. The volume of traffic and the speeds are such that we are not comfortable allowing our children to spend time in front of our own home. The proposed diverter is our only hope at this time for reclaiming our neighborhood.

We realize that some residents on adjacent streets oppose the testing of a temporary diverter, much less the installation of a permanent one. We believe these fears are unfounded. The neighboring streets, 51st and 53rd, are very narrow which allows only one car to pass north or south. It is not likely that installing a diverter at 52nd & Division will significantly increase traffic on these streets. This should be apparent today because the stop light time only allows 4-5 cars to pass northbound through the Division & 52nd intersection. Considering the large number of cars that pass through this intersection, it would seem that a large number of drivers would be using side streets such as 51st or 53rd today in order to avoid the limited passage on the primary route. Traffic studies are very clear in showing that very few drivers use 51st or 53rd today.

Please support the northbound diverter at Division and 52nd. Help us reclaim our neighborhood.

Alex Lennox & Sonia Bouchard
2232 SE 52nd Ave

Subject: SE 52nd Avenue & Division St. Traffic: In Favor of Diverters
From: Jennifer Dunmire Howe (dunmirejennifer@hotmail.com)
mayorsam@portlandoregon.gov; nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; karla.moore-love@portlandoregon.gov;
sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 21:59:10

To whom it may concern,

My wife and I have owned a home along Lincoln St. between SE 50th & 60th Streets for the past 2 1/2 years. We love the neighborhood and the fact that our street is a designated bike pathway. However, we have noticed that it is also a popular shortcut for cars traveling to other main arteries in the city and despite the city's attempts to slow traffic with features like roundabouts, far too many cars travel at speeds that are unsafe for the many cyclists and pedestrians who regularly rely on this road. For this reason, we thoroughly support the proposal to place a traffic diverter at the intersection of 52nd & Division Street as part of the larger plan to create a North-South bike pathway. We feel this change will make both Lincoln Street and the proposed 50s bikeway corridor much safer and usable for all, as the city had originally intended them to be.

Thank you for your consideration of this matter.

Sincerely,

Jennifer and Ryan Howe

Subject: support of 50s bikeway - including diverter at 52nd and Division
From: nancy senaga (nsenaga@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.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 22:03:31

Dear Mayor Adams and Portland City Council Commissioners,

I am writing in support of the 50s bikeways project, in particular the proposed diverter to be placed at SE 52nd and Division. We purchased a home near the intersection of 52nd and Lincoln last June. We knew that there was a bus line on the street but had no idea of the high volume of traffic that use 52nd as a cut through until we starting moving in.

In the month that we have actually lived in the home, we have witnessed high speeds and cars rolling through the stop sign. Because of the large volume of cars that pass through the intersection, I use extra caution when crossing the street since the drivers are usually more concerned with getting through the intersection than bikes or pedestrians on the road.

I attended one of the open houses held by the department of transportation, and was shocked, but not really surprised at the number of cars that use 52nd and also Lincoln. I also heard concerns from those living on 51st of increased traffic on their street. Both 51st and 53rd, when compared to 52nd, are much more narrow and also not evenly paved which would not make them efficient for drivers to use them as a pass through to Lincoln.

We are asking for your support of the 50s bikeway project including the diverter at 52nd and Division, which we know will make our new neighborhood an even more wonderful place to live.

Sincerely,

Nancy Senaga and Ryan Parker
2124 SE 52nd Ave.

Subject: Support for 50s Bikeway
From: Chris Rall (christopherjrall@gmail.com)
To: samadams@portlandoregon.gov;
Nick@portlandoregon.gov; amanda@portlandoregon.gov;
Cc: randy@portlandoregon.gov; dan@portlandoregon.gov; Karla.Moore-
Love@portlandoregon.gov; mshaver1@yahoo.com;
sarah.figliozzi@portlandoregon.gov;
Date: Tue, 02 Aug 2011 22:16:19

Dear Mayor Adams,

I live at 2332 SE 54th Ave. just north of Division Street. I would like to convey my enthusiastic support for this project. We need this bikeway to complete the bike network which is so critical if our transportation system is to support our economy, health and the environment, and provide our neighborhood with better bike connectivity to nearby neighborhoods like Foster-Powell.

Some have expressed concern about potential traffic increases onto our street caused by a proposed traffic diverter at 52nd and Division. The project managers have done an excellent job of hearing out those concerns and developing ways to address them. As a resident of one of the potentially affected streets, I want to express my views on the matter:

1) It is paramount that this bikeway be developed to attract the "interested-but-concerned" demographic that makes up over 60% of Portland's population. I am willing to see some increase in traffic on my own street to see this accomplished, because I know that a complete bike network that most people feel comfortable using will result in a myriad of benefits over the long term, including a viable and affordable transportation option for my three kids when they get old enough to ride in the street. Achieving this level of comfort on the bikeway will require traffic calming and reduction measures at least as "aggressive" as those proposed.

2) Given the other design challenges on this section from SE Division to SE Lincoln including a slightly narrower cross-section, a bus route precluding speed humps, and the political impossibility of removing on-street parking on both sides of 52nd Ave., it seems unlikely that a solution can be developed other than traffic diversion to make the 2-block section work as a comfortable bike street and preserve transit performance. Advisory bike lanes had also been proposed and correctly subsequently rejected. I fear this approach would present maintenance challenges and transit performance would be impacted with that strategy as well. Diversion of north-bound traffic (other than buses and bikes) at SE 52nd and Division is the best starting point

for reducing traffic enough to create a biking environment that is comfortable to the "interested-but-concerned" demographic that this facility must serve.

3) There are potential mitigation solutions for the sections of 51st, 53rd and 54th Avenues which may be impacted by traffic increases caused by the proposed diverter. Traffic calming and/or diversion features on these affected streets have been suggested. An adaptive approach where affects of the initial diversion are observed, and other features are added as necessary is the most sensible approach here. This provides the opportunity to implement traffic calming on potentially affected streets like mine if necessary, but also the opportunity for additional calming/reduction on SE 52nd Ave. between Division and Lincoln if volumes and speeds remain so high that it remains a barrier to use of the bikeway for many people.

In essence, the answer here is not to back away from traffic calming and traffic reduction on the bikeway, but to consider more traffic calming and traffic reduction on the bikeway and on residential neighborhood streets that may be affected by diversion of traffic from the bikeway.

If we complete a bike network in Portland that our kids can safely use to get to school, their friend's house and their first job, we will succeed in making a safer, healthier, wealthier and more sustainable city for us and them. Build it!

Sincerely,
Chris Rall
2332 SE 54th Ave.
Portland, OR 97215
707-834-5495

36882

Subject: SE 52nd Diverter
From: Melissa Hahn (melissa.hahn@comcast.net)
To: mayorsam@portlandoregon.gov;
nick@portlandoregon.gov; amanda@portlandoregon.gov;
Cc: randy@portlandoregon.gov; dan@portlandoregon.gov; karla.moore-
love@portlandoregon.gov; sarah.figliozzi@portlandoregon.gov;
mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 22:24:29

Dear Mayor Adams and City Council Commissioners,

I live on SE 52nd, in the block between SE Lincoln and Division and I am writing to ask for your support of the 50s bikeway project. In particular, the diverter of northbound auto traffic at SE 52nd and Division is crucial to decrease the high traffic on our street in order to make it safer for bicyclists and my children!

Currently our street is much busier than it should be as a residential street. The intersection at SE 52nd and Lincoln is particularly dangerous. It is busy with cars, buses, and pedestrians--many of whom are walking/riding to the neighborhood schools. It is an off-set intersection with poor visibility and I witness near-accidents here almost daily. A traffic diverter would decrease auto traffic on both SE 52nd and Lincoln and would make it safer for drivers, pedestrians and cyclists.

I'm very excited about the Bike Boulevard coming to our neighborhood! I understand that these bikeways are meant to be family-friendly streets with low traffic volumes. I am proud to live in a neighborhood-and a city- that values the importance of safety and livability for bicyclists. I urge you to support the 50s bikeway project, including the diverter at SE 52nd and Lincoln.

Thank you for helping to make our neighborhood a better place for us to live.

Sincerely,
Melissa Hahn, M.D.

Subject: 50s bikeway

From: Tobias Hahn (tobias.hahn@comcast.net)

mayorsam@portlandoregon.gov; Nick@portlandoregon.gov;

To: amanda@portlandoregon.gov; randy@portlandoregon.gov;

dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;

Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;

Date: Tue, 02 Aug 2011 22:52:42

Dear Mayor Adams and Portland City Council Commissioners,

I am writing to ask for your support of the 50s bikeway project as a whole and the proposed motor vehicle diverter at SE 52nd Ave. and SE Division St. in particular. Just like the important proposed improvements to the crossings of the 50s bikeway at Foster/Powell and Burnside, reducing the high traffic volume on 52nd Ave north of Division is essential to make this stretch of SE 52nd, safe for bicyclists, pedestrians, and residents. As a resident of the affected stretch of SE 52nd Ave. (between SE Division St. and Lincoln St.), I fully support the 50s bikeway including the proposed diverter and urge you to go forward with the 50s bikeway staff and citizen advisory committee proposal. 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.

One of the main reasons why the diverter on SE 52nd Ave and Division is essential, is the hazardous intersection on NE 52nd Ave and Lincoln St. where the proposed 50s bikeway crosses Lincoln Blvd. This particular intersection is off-set and has very poor visibility that is exacerbated by the steep hill on Lincoln St. just east of SE 52nd Ave and TriMet bus service. Add to this motor vehicle traffic, of which more than 90% is non-neighborhood cut-through traffic, that is three times as high (~3000 cars/day) than acceptable for residential streets. This makes this intersection dangerous for all traffic participants (bikes, pedestrians, motor vehicles). I am a resident on SE 52nd Ave and my family which includes small children uses Lincoln St. to access Mt. Tabor park and have seen frequent dangerous situations at this intersection, mostly involving cars that try to "squeeze through". Because I reside just a few houses south of this intersection, I naturally use this route to commute and have been myself involved in a near collision with a motorist who disregarded the stop sign on 52nd Ave. to "shave off a few seconds" by cutting through this residential street. As an adult, I do not feel safe navigating this intersection with its current traffic levels and am concerned for my children's safety.

I do recognize the natural apprehension of residents on the adjacent streets (51st, 53rd) that are concerned about traffic being diverted to their streets. As a resident of this particular stretch of the proposed bikeway (SE 52nd Ave between Division and Lincoln), I know that the geography of the neighboring streets (very narrow, existing traffic calming devices, et.) make it very unlikely that any significant traffic will be added to these neighboring streets. Residents of these adjacent streets have proposed marked bike lanes on SE 52nd as an alternative to the diverter. While marked bike lanes work on 52nd south of Division, the narrowing right of way of 52nd Ave north of Division St. would require removal of all on-street parking and be an unfair burden to the residents of 52nd Ave. Furthermore, this would not solve the problem of the hazardous intersection of 52nd Ave and Lincoln St.

Reducing the northbound traffic on 52nd Ave would benefit the whole Mt. Tabor neighborhood. Significant

traffic reduction on this short stretch of 52nd Ave would have the much wider positive result of improving the quality of both the existing bikeway infrastructure on SE Lincoln St., which is the main access route to Mt. Tabor park from this area of town, and the proposed 50s bikeway and therefore would benefit a large number of Portland residents.

Sincerely,

36882

Tobias Hahn
Resident and home owner
on SE 52nd Ave between SE Division and SE Lincoln St.

Subject: Support 50s bikeway INCLUDING SE 52nd diverter

36882

From: Laura Belson (lauratov@gmail.com)

samadams@portlandoregon.gov; Nick@portlandoregon.gov;

To: amanda@portlandoregon.gov; randy@portlandoregon.gov;

dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;

Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;

Date: Tue, 02 Aug 2011 23:00:17

August 2, 2011

Dear Mayor Adams and Portland City Council Commissioners,

I am writing you in **support of the NE / SE 50s Bikeway project including the proposed vehicular traffic diverter on SE 52nd between Division and Lincoln.**

SE 52nd is zoned as a residential street, yet we all know that residential traffic is not using the road – **cut through traffic** is. Your project managers at the Bureau of Transportation have studied this street and have confirmed that there is a disproportionately high amount of cars using SE 52nd as compared to its neighbors SE 51st, 53rd and 54th. The numbers speak for themselves. SE 51st, 53rd, and 54th have between 150-280 cars per day, and SE 52nd has around 2800. Traffic is supposed to use SE 50th, the “collector” road, to cut through to Hawthorne, but instead it is using the residential road SE 52nd.

My partner and I live on the corner of SE Lincoln and SE 52nd and are affected by the unusually high volume of traffic coming through SE 52nd and turning on Lincoln. The **intersection at SE Lincoln and SE 52nd is very dangerous with low visibility.** Cars that speed through SE 52nd, looking to cut through, sometimes do not stop at the corner, and it makes crossing the street as a pedestrian difficult. In terms of the goals of the bikeway, I can imagine that bicycles using such a high volume road would also have difficulties.

I understand that our neighbors at SE 51st and SE 53rd are worried that traffic diverted at SE 52nd might use their roads instead. PBOT has made it clear that the diverter will be a test only, and that there are strict guidelines that determine success. A maximum of 150 extra cars on their streets will be allowed. That would allow a total of at the most 400 cars on their streets per day, as opposed to the 2800 currently experienced on SE 52nd. The goal of the North bound diverter to reduce that number to 1000 cars per day on SE 52nd. It seems like a **reasonable compromise to me to try to make neighborhood streets behave residentially for everyone.**

I would be in **favor of additional traffic mitigation on SE 51st, SE 53rd, and SE 54th** between Divison and Lincoln if that will assuage fears of residents of those roads of traffic diverting to their streets.

Finally, I would like to **commend PBOT on the public inclusion process.** I feel that it has been very fair, communicative, and we were all very aware in the neighborhood about meetings about the project. There was a flyer at my door and on a telephone poll near my house, and I received emails from project managers. About 60 people attended a local open house that I went to focused exclusively on the diverter, and over 100 people attended the Mt. Tabor Neighborhood Association where we voted on the project.

36882

Thank you sincerely,

Laura Belson

5224 SE Lincoln St.

Subject: In support of the traffic diverter on SE 52nd at Division
From: Bernard Sanders (bernardthered@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.Figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Wed, 03 Aug 2011 09:52:58

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,
Bernard Sanders
1806 SE 52nd Ave

36882

Subject: 50's Bikeway Project
From: Marcus Anderson (marcusgander@hotmail.com)
To: karla.moore-love@portlandoregon.gov;
Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Wed, 03 Aug 2011 10:12:58

C
D

Dear Council Clerk Moore-Love

We sent this note to the Mayor and each of the Commissioners and are sending you a copy for your records.

5

Dear Mayor Adams and Portland City Council Commissioners

B

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.

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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 diverters 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

Subject: NE/SE 50's Bikeway

From: Benjamin P Culpepper (bphilly176@hotmail.com)

mayorsam@portlandoregon.gov; nick@portlandoregon.gov;

To: amanda@portlandoregon.gov; randy@portlandoregon.gov;

dan@portlandoregon.gov; karla.moore-love@portlandoregon.gov;

Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;

Date: Wed, 03 Aug 2011 11:31:00

As a local bike commuter living in the Powellhurst neighborhood I would like to express my support for the proposed bikeway and traffic diverter in the SE Lincoln and 52nd area.

Thank You,

Beau Culpepper

2928 SE 56th Ave

bphilly176@gmail.com

Subject: 50s bikeway project

From: Mitchel Auerbach (mauerbachfso@gmail.com)
samadams@portlandoregon.gov; Nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;
Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
mauerbachfso@yahoo.com;
Date: Wed, 03 Aug 2011 11:41:07

Dear Mayor Adams and Portland city commissioners,

As you know, the 50s bikeway proposal is about to be voted on by the city. I strongly urge you to support this project as developed by the city's bicycle transportation office. Despite some local opposition, public sentiment is strongly in favor of this important milestone for the city. A number of important factors in favor of this bikeways plan come into mind. Specifically:

*High vehicle volumes on 52nd and Lincoln. These are designated as "local access streets" and are not for high volumes and cut through traffic. Those opposed to the diverter test are worried about increased cut through on their streets (51st and 53rd). PBOT has criteria that would allow a **max** of 150 additional vehicles a day on these streets; currently they have 150-280. 52nd Ave North of Division has around 2,800 and most of Lincoln has over 3,000 a day.*

Both 52nd and Lincoln will be *Bicycle Boulevards*, intended to be low volume, family friendly streets. We see many bicycle related incidents caused directly by high volumes and speeds.

The diverter will help with the *dangerous intersection* at 52nd and Lincoln.

Pedestrian and child safety! Lincoln and 52nd are used as a corridor to Mt. Tabor and Atkinson.

52nd and Lincoln are *further congested by the #71 bus*, limiting speed bump use.

The *public process has been inclusive and fair*, including specific meetings about the diverter.

Thank you for your ongoing support for bicycling in Portland!

Mitchel Auerbach

2746 NE 52nd Ave
Portland, OR 97213 USA

Subject: NE/SE 50s Bikeway Project
From: Soulfulmystic (soulfulmystic@comcast.net)
To: mayorsam@portlandoregon.gov;
Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Wed, 03 Aug 2011 15:23:00

Dear Mayor Adams - I am a native Oregonian and a long time resident of the City of Portland with a home in the Mt. Tabor neighborhood. I am also a cyclist, a pedestrian and a father of a 22-month-old daughter. For these reasons, I support the 50s bikeway project, especially the diversion of traffic at the intersection of 52nd Avenue and SE Division.

I am a stay at home father. Spending the majority of my time at home with my daughter has given me the opportunity to observe some disturbing traffic patterns in front of my home on 52nd Avenue and in my neighborhood. I have observed exceedingly high traffic volumes (predominantly single occupancy vehicles) as well as commercial traffic of large trucks traveling 52nd Avenue north of Division. More concerning to me is the excessive speed that many cars travel in front of my home. As a father who walks daily through the neighborhood with my daughter, I fear for her safety in such close proximity to large trucks and fast moving cars. This fear carries further to include the increased number of cyclists riding 52nd that the bikeways project would bring. I believe large trucks, speeding cars and families on bikes is a tragedy waiting to happen.

I believe the 50s bikeways project is a wonderful addition to an already stellar infrastructure for traveling our city by bike. I urge you to support the 50s bikeway project. I also strongly urge you to support safer neighborhood streets by insisting that traffic diversions at 52nd Avenue and SE Division be part of the bikeways project.

Sincerely,

Michael Foreman
1906 SE 52nd Avenue
Portland, Oregon 97215
(503) 896-6762

Subject: forgot to CC you on my 50s Bikeway pro-diverter email sent to various officials, so here it is:
From: Emily Bartram (northwestemily@gmail.com)
To: sarah.figliozzi@portlandoregon.gov;
Cc: mshaver1@yahoo.com;
Date: Wed, 03 Aug 2011 16:49:32

Dear Portland City Official,

I am writing in fervent support of the 50s bikeway project in general, and more specifically, I am writing in favor of the proposed testing of the northbound diverter at SE 52nd Ave. I am a hardworking single mother of two, an employee with Portland Public Schools, and am very proud and protective of both my neighborhood, and the eco-friendly bike culture of Portland-at-large. I want to keep the streets safe for bikes and pedestrians, and I am particularly concerned with safety for our youngest residents.

I have lived at 2365 SE 52nd for only three years, and have personally witnessed *three* accidents at SE 52nd and Division already! it's a disastrous intersection, the cut-through traffic is aggressive and relentless. The drivers are in a hurry and they are looking to shave time off their commutes by any means necessary. One of my neighbors was recently hit. His name is Ken Watanabe and he is a dance teacher and choreographer who has danced for such prestigious companies as Alvin Ailey. Like me, Ken is also a parent to Atkinson Elementary School students who cross 52nd and Division daily. I bristle every time I see his kids cross the street...I am reminded of the pain their dad went through just steps away from his home, crossing Division at SE 52nd. As a fellow dancer, I am so sad for Ken. And as a fellow parent, I worry for my children's safety.

I could complain about noise and the general nuisance caused by the 2,800+ cars racing down my residential street, but I won't. My personal comfort isn't my primary concern, nor should it be. I just want traffic to flow in the way that it was designed to, by the esteemed builders of our city's infrastructure. And relatedly, I am embarrassed by my neighbors on SE 53rd and SE 51st who are concerned that their pastoral streets may get a few more cars--concerns as trivial and personal as these ignore the greater issue...making Portland the Bike City of the future and a national model.

--
Emily Bartram

Subject: I Support the 50's Bikeway & the proposed 52 Diverter
From: Christian Columbres (christiancolumbres@gmail.com)
samadams@portlandoregon.gov; Nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;
Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Wed, 03 Aug 2011 22:26:33

Dear Mayor Adams & City Commissioners,

I am writing a letter to **express my support for the 50's Bikeway project including the diverter on SE Division and SE 52nd.**

As a resident of the neighborhood, I truly believe that this will greatly improve the livability and quality of the lives of the majority of the people in my neighborhood.

Living within close proximity to the corner of Lincoln and 52nd, I see a stark difference between those streets and the surrounding streets. Lincoln & 52nd, is burdened with close to 3000 cars per day each, while surrounding streets like 51st and 53rd have only around 150. As a cyclist, runner, walker, and as a person that desires to raise a family in the neighborhood, I feel that improvements like the proposed would positively affect many more like me.

I have been an activist for the bikeways project and have attended a number of the public meetings and discussions. There, I and spoke with many people to ask there opinions and it seems that everyone I speak with thinks the diverter is a good idea, except for a few.

Last night, I explained the proposed diverter to a resident from the corner of SE 52 and SE Division and he thought it was a great idea because it would alleviate the intersection that he called, "an absolute mess."

I frequently walk, run, bike around the neighborhood. In the past year, while crossing 52nd and walking west on Division, twice, cars that are rushing through the intersection have nearly hit me.

I fully support the bikeways and the Diverter on SE 52nd & SE Division and I hope you will too. It will create a peaceful, safe, pedestrian friendly neighborhood as it was meant to be.

Thank you,

Christian Columbres

christiancolumbres photography

christian@christiancolumbres.com

www.christiancolumbres.com

[facebook](#) | [linkedin](#) | [twitter](#) | [blog](#)

503-789-5628

3 6 8 8 2

Subject: Please Support the 50s Bikeway Project and the Division/SE 52nd Avenue Diverter!
From: Rebecca Casanova (rebeccaxcasanova@gmail.com)
samadams@portlandoregon.gov; Nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;
Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Wed, 03 Aug 2011 23:03:42

Dear Commissioners and Mayor Adams:

My name is Rebecca X. Casanova and I have lived on SE 52nd Avenue between Sherman and Lincoln streets since my partner and I purchased our home in March 2004. Beginning in 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 for the Bikeway project and for the traffic diverter at Division Street and SE 52nd Avenue.

I am a year-round bike commuter. I commute daily from my home on SE 52nd Avenue to the Portland State University campus. I average 40-50 miles per week on bike commuting (I am often on campus 6 days/week). I am a committed but somewhat timid cyclist and the stretch of my commute that is the most frightening is between my driveway and the SE Lincoln Street/SE 50th Avenue intersection. Each morning when I leave the house it is challenging to enter traffic on SE 52nd Avenue because of the volume of non-local motor vehicle traffic that is using my block as a cut-through (and frequently speeding). The intersection at SE Lincoln and Se 52nd Avenues is flat-out dangerous. The visibility is terrible and cars speed through the intersection. I have had far too many close calls at this intersection and believe strongly that installation of the diverter at Division Street would make these blocks and the neighboring streets safer for all, including cyclists. I will gladly put up with the relatively minor inconvenience of not being able to drive north on SE 52nd from Division in order to make a safer bike route a reality.

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 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 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.

36882

Sincerely,

Rebecca X. Casanova
2214 SE 52nd Avenue, Portland, OR 97215, (503) 539-3224

Subject: I support the 50s Bikeway Project and Division diverter
From: Spencer Boomhower (sboomhower@gmail.com)
Nick@portlandoregon.gov; amanda@portlandoregon.gov;
To: randy@portlandoregon.gov; dan@portlandoregon.gov; Karla.Moore-
Love@portlandoregon.gov; samadams@portlandoregon.gov;
Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Thu, 04 Aug 2011 02:58:16

Dear Mayor Adams and Portland City Council Commissioners,

My name is Spencer Boomhower and I live on SE 52nd near SE Madison.

I'm writing to express my support for the 50s Bikeway Project, including the diverter at SE 52nd and Division.

I live about ten blocks north of Division, right on the bikeway route itself. I welcome the traffic calming the project will bring, not least because there's a lot of little kids along this stretch. The more traffic calming the better, as far as I'm concerned.

Traffic calming along the 50s Bikeway would also give a welcome sense of safety to people on bikes. The diverter at 52nd and Division is a vital part of this traffic calming strategy.

I empathize with the residents on 51st and 53rd who worry that the addition of this diverter will add to the traffic on their streets. But based on what I heard at the Mt Tabor Neighborhood Association meeting, their current traffic counts are extremely low, and won't be allowed to get high. Currently **the counts on 51st and 53rd are something like 200 a day, and PBOT has said it won't allow more than 150 more cars per day** on those streets. Even their worst-case-traffic-counts would still be extremely low.

Especially when compared to the counts on adjacent streets, like **SE 52nd north of Division which gets 2800 cars per day, and Lincoln where it crosses 52nd which gets over 3000 cars per day**. I have far more empathy for the residents of these streets.

And this stretch of Lincoln is designated (despite having a traffic count that should perhaps disqualify it as such) a bike boulevard. But in a recent experience I had riding on that part of Lincoln with a 4-year-old in a child seat, there was enough car traffic moving at a enough of a hectic pace that it didn't feel safe. This is not an experience I'm used to having on bike boulevards.

There is of course a good reason it's this hectic: 52nd near Lincoln is a great shortcut. I've driven it plenty of times myself. And based on my experience as a shortcutter, **I wouldn't consider 51st a viable alternative shortcut** if 52nd were to get a diverter. 51st is narrow, bumpy, and has a couple of mild bends:

http://maps.google.com/?ll=45.5054,-122.61002&spn=0,14.27124&t=h&layer=c&cbll=45.5054,-122.61002&panoid=IS_YqNIWL0ah0bs8QxVFnQ&cbp=12,357.12,,0,11.12&z=7

This kind of "courtesy queuing" street isn't a draw for someone in a hurry.

I do sometimes do ride 51st on my bike, mainly because there's so little traffic on it. But even on as narrow a vehicle as a bicycle, passing cars on 51st is still awkward.

My impression is that conditions are similar on 53rd:

<http://maps.google.com/?ll=45.514046,-124.694824&spn=0,18.457031&t=h&layer=c&cbll=45.505511,-122.608065&panoid=YK2HyZeMUgvEiLDfa2pUkg&cbp=12,359.82,,0,21.17&z=7>

Basically, neither 51st nor 53rd make for very good shortcuts, and a diverter isn't going to change this.

My sense is that the neighborhood generally supports the diverter. The voting on the diverter at the MTNA meeting came down to three different options:

- 1) no diverter,
- 2) just a diverter on 52nd and Division, and
- 3) a diverter on 52nd and Division, **plus** diverters on 51st and 53rd.

That last one stood out as the clear favorite, and I think this was because it combined the clear support for the diverter with empathy for the residents of the adjacent streets.

Again, I support traffic calming in the form of a diverter at 52nd and Division (with or without additional diverters on adjacent streets), and I support the 50's Bikeway Project as a whole.

Thank you very much for your time!

36882

Sincerely,

Spencer Boomhower
1324 SE 52nd Ave
Portland OR 97215

36882

Subject: 50's Bikeway Project

From: Heidi Rahn (heidirahn@uwalumni.com)

mayorsam@portlandoregon.gov; Nick@portlandoregon.gov;

To: amanda@portlandoregon.gov; randy@portlandoregon.gov;

dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;

Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;

Date: Thu, 04 Aug 2011 10:13:33

Dear Mayor Adams and Portland City Council Commissioners,

I am writing to ask for your support of the 50's bikeway project, especially the proposed testing of the diverter of northbound auto traffic at 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.

I am a bike commuter and recently had a baby. I live on Lincoln St and look forward to commuting with my baby to work in the Lloyd District. However, I am concerned about the safety of riding on Lincoln St given the high volume of vehicle traffic and, particularly, the dangerous intersection at 52nd.

As you make your decisions regarding the next steps with the 50's bikeway, please consider the safety of the bikers and residents on Lincoln St. **I encourage you to test the diverter so you have accurate data to make sound policy and planning choices.** Thank you for your continued support of sustainable transportation methods in Portland.

Sincerely,

Heidi Rahn
5673 SE Lincoln St
Portland OR 97215
503-312-4901

Subject: In support of 50s bikeway
From: Katie Edlin Farwell (katie.edlin@gmail.com)
To: mayorsam@portlandoregon.gov;
Bcc: mshaver1@yahoo.com;
Date: Mon, 01 Aug 2011 12:34:58

I live in the area of the 50s Bikeway, and I strongly support this project. It will make my neighborhood safer for my family, as well as many other families, to bike and walk. The schools in the area will be positively impacted by making a "Safer Route to School" a reality. A bike boulevard on SE 52nd is desperately needed to help make biking and walking a safe option to improve health and air quality in our neighborhood.

Thank you,
Katie Edlin Farwell

--

Katie Edlin Farwell
503.799.5567
katie.edlin@gmail.com

Subject: 50s bikeway
From: Dolan Halbrook (dolan.halbrook@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.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Mon, 01 Aug 2011 13:28:51

August 2, 2011

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,
Dolan Halbrook

36882

Subject: 50s Bikeway: I support the 52nd Diverter Test!
From: Alex Reed (malexreed@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: Mon, 01 Aug 2011 13:28:58

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

Subject: 50s Bikeway - supporting diverter at 52nd & Division
From: Kirsten Burt (kirsten.burt@comcast.net)
mayorsam@portlandoregon.gov; Nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;
Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Mon, 01 Aug 2011 14:29:42

Hello.

I'm writing to support the installation of traffic diverters at SE 52nd and Division as part of the NE/SE 50s Bikeway project.

I live on the corner of 52nd and Franklin, and though 52nd is almost completely residential in the strip between Powell and Division, we get a huge volume of traffic on our street, much of it going way too fast! There are lots of small children on our street, and I've noticed that no one lets their kids play in the front yard - it would just be too dangerous.

I believe the proposed diverters at the intersection of 52nd & Division would help reduce both the volume and speed of traffic on our street, and whole-heartedly support their installation!

Best,
Kirsten Burt
3236 SE 52nd Ave., Portland

Kirsten Burt
kirsten.burt@comcast.net
kikib.etsy.com
www.chrysalismadagascar.com

Subject:[No Subject]

From: Holly Benke (hbenke@yahoo.com)
mayorsam@portlandoregon.gov; Nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;
Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Mon, 01 Aug 2011 23:27:15

Dear Mr. Mayor and Commissioners,

I have been following the debate over the diverter that the city has suggested for SE 52nd St. because of the new bikeway that they are working on. I wanted to express my support for the diverter.

I live on Lincoln St. and have three small children. When we moved to Lincoln Street, we had no idea of the amount of traffic that flows through there on a daily basis, and is especially high during commuting hours. Not only is it high traffic, but many cars drive way too fast and do not treat it like a neighborhood street. When we are walking to Atkinson Elementary each morning, I am surprised at how vigilant I need to remain in order to keep my kids safe. As I cross the side streets heading East on Lincoln, I am always nervous as many cars swerve around the traffic circles usually going too fast, making it feel uncomfortably close for a small child who is trying to cross a side-street. Also, I see families biking up Lincoln all of the time (my own kids are not old enough yet). Many cars "can't wait" to get around them and it makes my heart skip a beat as I watch a younger child teetering on their bike as a car going 30+ miles per hour dodges around them. If Lincoln Street were a true neighborhood street, (and bicycle boulevard) there would not be so many cars cutting through, in a huge rush to get where they're going. The cars would generally be going slower if they were mostly local. I believe that the diverter would help to alleviate some of the problem that Lincoln Street has, improve the new bikeway, and decrease the number of cars in our neighborhood overall.

Thank you for considering my opinion. I love the Mt. Tabor neighborhood and it would be even nicer with a calm new bikeway and less traffic to worry about!

Sincerely,

Holly Shaver

Subject: NE/SE 50s bikeway

From: Doug Klotz (dklotz@rdrop.com)

mayorsam@portlandoregon.gov; Nick@portlandoregon.gov;

To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;

Cc: Sarah.Figliozzi@portlandoregon.gov; mshaver1@yahoo.com;

Date: Mon, 01 Aug 2011 23:44:31

Dear Council Members:

I am writing to express my support for the NE/SE 50s Bikeway Plan, and specifically the diverter planned to be tested at SE 52nd and Division. SE 52nd north of Division is a Local Street, that is currently handling way more traffic than intended. Putting the diverter in will reduce this traffic to a manageable level, to create a better biking and walking street.

I attended the Mt. Tabor Neighborhood Association meeting where the diverter was voted on. The diverter as planned got about 50 percent vote of the residents attending (55 yes, 56 no). When a second proposal, of the 52nd diverter, plus a diverter at 51st, and other measures on 53rd and 54th was presented, those in attendance voted overwhelmingly in favor (68 yes, 39 no). Residents on 51st, apparently, objected even to this proposal.

So, I urge you to put in perspective the voices of a small group of people, who probably won't see much traffic anyway, if the City engineer's predictions are correct (and they seem reasonable). Let the project test the 52nd Ave. diverter, and see what happens. In all likelihood, most traffic will go over to 50th, and 52nd will be able to function as a local street instead of a thoroughfare.

Thank you.

Doug Klotz

Subject: Please Support NE/SE 50s Bicycle Project
From: Jeff Lockwood (rainrelief@yahoo.com)
samadams@portlandoregon.gov; Nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov;
Cc: Karla.Moore-Love@portlandoregon.gov; sarah.figliozzi@portlandoregon.gov;
Date: Tue, 02 Aug 2011 12:31:20

Hello,

I have been a homeowner on SE 52nd Avenue between SE Hawthorne and Lincoln since 1995. In that time, I have seen the amount of car traffic on my street more than double. The city's traffic statistics show this street handles approximately 2,800 vehicles a day, which is much too high for a "local access street." I support the proposed traffic diverter because it will sharply reduce the amount of cut-through traffic on SE 52nd Avenue. Most of this cut-through traffic is likely to take SE 50th instead. The adjacent streets (51st and 53rd) have much lower traffic volumes and can handle a little more traffic. Plus, they are not easy to negotiate and most people will not use them for cutting through.

I am also a bicycle commuter and support the project from that perspective as well. SE 52nd Ave is dangerous to ride on south of Lincoln street due to congestion, cars parked on both sides of the street, and lack of bike lanes on much of it. Also, the intersection at SE 52nd and Lincoln has too much traffic to be safe. The NE/SE 50s Bicycle Project will help address these issues.

For all of the reasons above, I ask that you vote yes on this project.

Thank you for considering my request.

Jeff Lockwood

These are designated as "local access streets" and are not for high volumes and cut through traffic. Those opposed to the diverter test are worried about increased cut through on their streets (51st and 53rd). PBOT has criteria that would allow a **max** of 150 additional vehicles a day on these streets; currently they have 150-280. *52nd Ave North of Division has around 2,800 and most of Lincoln has over 3,000 a day.* dles

Subject: NE/SE 50s Bikeway
From: Thomas Byrne (tomb@sdra.com)
mayorsam@portlandoregon.gov; Nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;
Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 13:26:06

Dear Mayor,

This is a letter of **support** for the bikeway project connecting Woodstock to Thompson.

I commute by bike almost every day and enjoy great access from SE to downtown via the Lincoln Street bikeway.

Connections north-south are more challenging and I would like to see a safer designated bike route near my home on 61st Ave. Speed bumps don't seem effective at discouraging or slowing cars down. Lincoln St. works very well with restricting traffic in one direction and I have only had minor conflicts with cars in over 10 years of commuting.

The traffic restriction concept between Lincoln and Division on 52nd Ave is a good idea.

Until the day when there are more bikes than cars on our City streets, please continue creating safe, easy and direct routes for non-motorized means of transport.

Thank you,

Tom Byrne

Subject: 50s Bikeway

From: johnhmclaren@cs.com (johnhmclaren@cs.com)

samadams@portlandoregon.gov; Nick@portlandoregon.gov;

To: amanda@portlandoregon.gov; randy@portlandoregon.gov;

dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;

Cc: sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;

Date: Tue, 02 Aug 2011 14:05:12

To esteemed Portland officials:

My name is John McLaren. I live at 1816 SE 54th Ave. I am 76 years old and still enjoy riding a bike, especially when I can find reasonably safe places to ride.

The 50s Bikeway is a great idea and I strongly support this project. There has been much discussion of the merits of including a diverter at SE Division Street to deflect northbound car traffic from SE 52nd Ave. while allowing buses, bikes and people on foot to continue traveling forward toward SE Lincoln Street, another key intersection.

That makes a lot of sense to me, and I think it can be done without impacting neighbors on SE 51st and 53rd Aves. with a lot of unwanted "cut-through" traffic. A diverter also would take traffic off Lincoln, which is supposed to be a Bike Boulevard but sometimes doesn't seem like it with cars zooming through at 30 or 40 mph.

Please allow the Transportation Bureau to at least test the efficacy of a diverter at 52nd and Division. Besides benefiting bicyclists and pedestrians, a diversion project would help make our neighborhood a better and safer place -- for all the residents.

Thank you.

John McLaren

Subject: SUPPORT 50s bikeway project and traffic diverter
From: kim kuhn (kimkuhn9@hotmail.com)
To: mayorsam@portlandoregon.gov;
Cc: sarah.figliozi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 15:43:10

3 6 8 8 2

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.

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Sincerely,

Kim Medic

Subject: Supporting the Bikeways
From: Thomas P. Allen (tommy.alleniv@gmail.com)
To: samadams@portlandoregon.gov;
Bcc: mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 18:04:20

Dear Mayor Adams,

I am writing you regarding the 50's Bikeway project. First, I would like to thank you for your support of Portland's bikeways, as they have made this city a fantastic place to live, and have encouraged me to do as little driving as possible. I am a public school teacher up on NE Alberta street, but live by SE Division, and for my commute I bike along much of the proposed 50's Bikeway (even in the winter). It is indeed a very useful route, and I am certain a viable North-South option will encourage many more people to commute by bike.

I am excited for the 50's bikeway to finally be built. However, If the city is going to truly support bicycle commuting, it needs to be done right, instead of just painting sharrows on the streets and calling the job done (the SE Lincoln bikeway between 50th and 60th street is an example of a high-traffic gap on an otherwise successful bikeway). To do the 50's bikeway justice, it is essential that a diverter be installed at SE Division and 52nd to diminish the cut-through traffic that occurs there. The traffic along that stretch of 52nd is absurdly high for a neighborhood street, especially during rush hour. That cut-through traffic feeds onto (or from) Lincoln street, imperiling two bikeways at once. Indeed, the intersection of Lincoln and 52nd (which should be the quiet intersection of two bikeways in the middle of a neighborhood) is the most harrowing on my whole bike commute.

Please continue to support true bikeways by investing in necessary enhancements like the diverter at Division. Painted bicycles will never be enough.

Sincerely,
Tommy Allen

Subject: I Support the 50s Bikeway!

From: stewart-leith@comcast.net (stewart-leith@comcast.net)
samadams@portlandoregon.gov; Nick@portlandoregon.gov;

To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;
sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;

Date: Thu, 04 Aug 2011 15:05:46

Dear Mayor Adams and Portland City Council Commissioners,

I am writing to ask for your support of the 50s bikeway project.

I live at 60th and Harold and cross 52nd daily during my commute to/from work. I would love to see something done to slow/reduce traffic on 52nd and would like to see improved crossings with pedestrian signals along 52nd. My son learned to ride bike this summer and is looking forward to riding to Woodstock this fall, but I cringe thinking about trying to cross 52nd at Harold with him. Cars travel way to fast in our neighborhood, something should be done to make it safer for bicyclists, pedestrians, and residents.

Thank you!

Sincerely,
Mary Stewart

Subject: I support the 50s Bikeway Project! And I hope you do, too!
From: Jonathan Gordon (jonathan@kinobe.com)
Nick@portlandoregon.gov; amanda@portlandoregon.gov;
To: randy@portlandoregon.gov; dan@portlandoregon.gov; Karla.Moore-
Love@portlandoregon.gov; samadams@portlandoregon.gov;
sarah.figliozzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Thu, 04 Aug 2011 11:22:27

Portland City Council Commissioners and Mayor Adams,

I'm writing to express my support for the 50s Bikeway Project. More specifically, I wanted to express my support for including a diverter at SE 52nd and Division. Until this past February, I lived on the proposed bikeway itself at SE 52nd near Salmon. I moved about ten blocks west and still bike this route occasionally to head north. When I have ridden south from there -- quite often, as I'm a big fan of Lost Gorditos at SE 50th and Division -- I've biked on SE 51st south of Hawthorne because SE 50th has fast-moving car traffic and SE 52nd gets very busy south of Lincoln.

I understand that you'll be meeting with folks who have reservations about the project and would like, either instead of or in addition to the proposed diverter at SE 52nd, additional diverters at SE 51st and SE 53rd. I attended the Mt. Tabor neighborhood association meeting when these options were discussed and voted on and it seemed to me that most of the opposition came from folks who lived on SE 51st and SE 53rd just north of Division. While I understand their fears of becoming a cut-through street, from my experience riding on them it seems highly unlikely. SE 50th is a much more car-friendly option and it's only one extra block west. Plus, both SE 51st and SE 53rd are so narrow and bumpy it seems pretty unpalatable as a cut-through.

Now I'm not a traffic engineer but the folks representing the city made some decent arguments as to why they didn't think traffic would divert onto SE 51st and SE 53rd without the need for additional diverters. Plus, they proposed adding diverters after first testing to see if there was indeed an issue. This all seems very reasonable to me.

I'm asking you to support the solution proposed by your own experts: Install a diverter at SE 52nd and Division and measure traffic volumes

to see if reality follows the predictions. If there's an unreasonable additional traffic to the currently very low levels that are experience on the street, add additional diverters at SE 51st and SE 53rd.

36882

Thanks for listening!

Jonathan
4215 SE Alder St
Portland, OR 97215
(347) 632-8568

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.

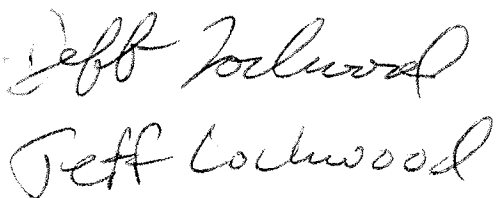
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Sincerely,


Jeff Colwood

August 2, 2011

36882

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Sincerely,

Jennifer Ochs & Elise Ochs
Residents @ address
2106 SE 59th Ave
Portland, OR 97215

August 2, 2011

36882

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Sincerely,

Lisa Renard

~ Please test the 52nd + Division St. diverter. The traffic in our residential neighborhood is high volume and unsafe.

August 2, 2011

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36882

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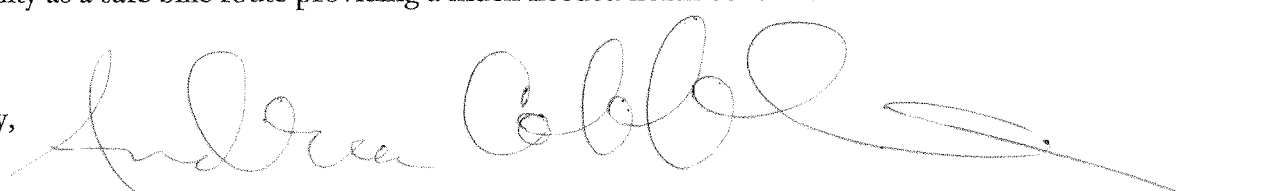
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Sincerely,



2307 SE 52nd



DUSTIN JEFFERIS 2307 SE 52nd AVE

August 2, 2011

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36882

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Sincerely,


1825 S.E. 52nd Ave.

August 2, 2011

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36882

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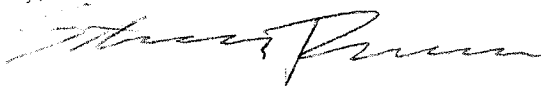
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Sincerely,



Stacey Foreman
1906 SE 52nd Ave

August 2, 2011

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36882

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Sincerely,



Bernard Sanders
resident of SE 52nd Ave between Lincoln & Hawthorne
1806 SE 52nd Ave
Portland, 97215

August 2, 2011

36882

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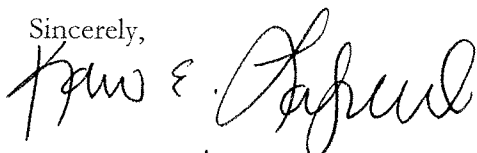
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Sincerely,



KERRY LANKFORD
1832 SE 52nd AVE.

5316 51'11'00N

August 2, 2011

36882

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Sincerely,

John Kleiman

JOHN A KLEIMAN

Elizabeth A. Merz

ELIZABETH A MERZ

WE LIVE

5129 SE SHEPHERD ST.

August 2, 2011

36882

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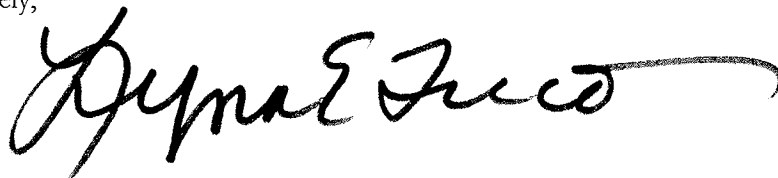
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Bike boulevards, as described by the City of Portland, are meant to be family-friendly streets with low-traffic volumes. Safe and peaceful, they help create healthy neighborhoods and a healthy city. I ask you to support the 50s bikeway project, including 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,

A handwritten signature in black ink, appearing to read "Dymally". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

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.


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Sincerely,


2205 S.E. 52nd Ave

August 2, 2011

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Sincerely,

Thale Stewart
2205 SE 52nd Ave
Portland, OR 97215

August 2, 2011

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In addition to improving the quality of the bike boulevards, the proposed 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.

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Sincerely,

Robin Webster

August 2, 2011

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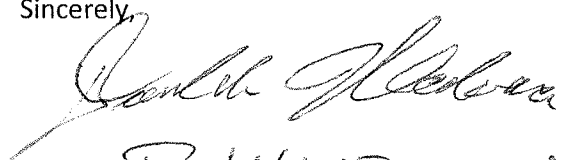
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Sincerely,



DHANESH MEDORA

August 2, 2011

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August 2, 2011

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Sincerely,

Brenda Wilson
1705 SE 52nd
Portland, OR
97215

August 2, 2011

36882

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Sincerely,

Linda Weaver
2213 SE 52nd

August 2, 2011

36882

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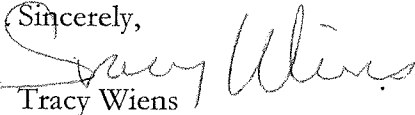
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Sincerely,



Tracy Wiens

5726 SE Lincoln St
Portland, OR 97215

August 2, 2011

36882

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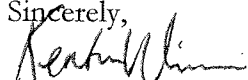
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Sincerely,



Kenton Wiens

5726 SE Lincoln St
Portland, OR 97215

August 2, 2011

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Sincerely,


Christina Malango
2316 SE 52nd Ave
Portland, OR 97215

If would be great to see my street really as a residential street with far less traffic!

August 2, 2011

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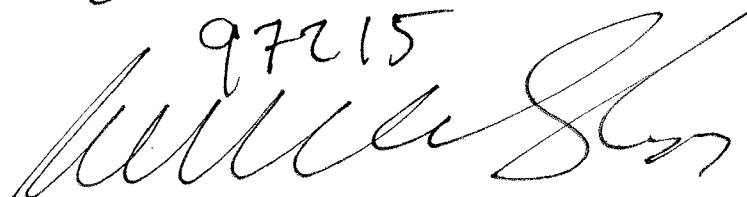
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Sincerely,

Robert A. McConnaughy
2231 SE 52nd Portland OR.
97215


August 2, 2011

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Sincerely,



Karl Hugo

2307 SE 52 nd

August 2, 2011

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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,

Marg Stewart
2205 SE 52nd Ave

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.

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Sincerely,



August 2, 2011

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36882

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Sincerely,

David Pearson

1633 SE 52nd Ave

Additionally, the increase in bike traffic has a neg. impact on our residential street, which seems to have been missed. We live on a freeway at present. I will pay for (and support) a 70% barrier at 52nd and Hawthorne with signage "LOCAL ACCESS ONLY" AS A BETTER SOLUTION.

Parsons, Susan

36882

From: stewart-leith@comcast.net
Sent: Thursday, August 04, 2011 3:06 PM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla; Figliozzi, Sarah; and.
Subject: I Support the 50s Bikeway!

Dear Mayor Adams and Portland City Council Commissioners,

I am writing to ask for your support of the 50s bikeway project.

I live at 60th and Harold and cross 52nd daily during my commute to/from work. I would love to see something done to slow/reduce traffic on 52nd and would like to see improved crossings with pedestrian signals along 52nd. My son learned to ride bike this summer and is looking forward to riding to Woodstock this fall, but I cringe thinking about trying to cross 52nd at Harold with him. Cars travel way to fast in our neighborhood, something should be done to make it safer for bicyclists, pedestrians, and residents.

Thank you!

Sincerely,
Mary Stewart

36882

Parsons, Susan

From: Thomas P. Allen [tommy.alleniv@gmail.com]
Sent: Tuesday, August 02, 2011 6:13 PM
To: Moore-Love, Karla
Subject: Fwd: Supporting the Bikeways

----- Forwarded message -----

From: **Thomas P. Allen** <tommy.alleniv@gmail.com>
Date: Tue, Aug 2, 2011 at 6:04 PM
Subject: Supporting the Bikeways
To: samadams@portlandoregon.gov

Dear Mayor Adams,

I am writing you regarding the 50's Bikeway project. First, I would like to thank you for your support of Portland's bikeways, as they have made this city a fantastic place to live, and have encouraged me to do as little driving as possible. I am a public school teacher up on NE Alberta street, but live by SE Division, and for my commute I bike along much of the proposed 50's Bikeway (even in the winter). It is indeed a very useful route, and I am certain a viable North-South option will encourage many more people to commute by bike.

I am excited for the 50's bikeway to finally be built. However, If the city is going to truly support bicycle commuting, it needs to be done right, instead of just painting sharrows on the streets and calling the job done (the SE Lincoln bikeway between 50th and 60th street is an example of a high-traffic gap on an otherwise successful bikeway). To do the 50's bikeway justice, it is essential that a diverter be installed at SE Division and 52nd to diminish the cut-through traffic that occurs there. The traffic along that stretch of 52nd is absurdly high for a neighborhood street, especially during rush hour. That cut-through traffic feeds onto (or from) Lincoln street, imperiling two bikeways at once. Indeed, the intersection of Lincoln and 52nd (which should be the quiet intersection of two bikeways in the middle of a neighborhood) is the most harrowing on my whole bike commute.

Please continue to support true bikeways by investing in necessary enhancements like the diverter at Division. Painted bicycles will never be enough.

Sincerely,
Tommy Allen

8/3/2011

Parsons, Susan

36882

From: Bonnie Sailer [sailerb@gmail.com]
Sent: Tuesday, August 02, 2011 6:37 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; Michael Shaver
Subject: Please support the 50s bikeway

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

8/3/2011

36882

Parsons, Susan

From: Robin Webster [robinwebster_65@yahoo.com]
Sent: Tuesday, August 02, 2011 9:21 PM
To: Adams, Sam; mshaver1@yahoo.com; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah; mshaver1@yahoo.com
Subject: Support -- SE 50s Bikeway Project

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 currently on the table that will significantly reduce car traffic, approaching the accepted local access level the street has been designed to handle. We thoroughly support this proposal though would like to see even more aggressive methods be considered such as the installation of a diversion at the intersection of SE Lincoln and SE 50th similar to the one that is in place at the intersection of SE 20th and SE Harrison. By reducing the number of outlets onto and off of the high volume streets of SE 52nd and SE Lincoln would remove the incentive for cut-through drivers and lessen the non-local traffic in the neighborhood.

In addition to improving the quality of the bike boulevards, the proposed 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,
Robin Webster

8/3/2011

From: Dahnes Medora [dahnesmedora@yahoo.com]
Sent: Tuesday, August 02, 2011 9:27 PM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla; Figliozzi, Sarah
Cc: mshaver1@yahoo.com
Subject: Please support 50s Bikeway and aggressive traffic reductions

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.

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In addition to improving the quality of the bike boulevards, the proposed 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.

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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,

--Dahnes Medora

36882

Parsons, Susan

From: SONIA BOUCHARD [lennoxbouchard@msn.com]**Sent:** Tuesday, August 02, 2011 9:53 PM**To:** Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla; Figliozi, Sarah; mshaver1@yahoo.com**Subject:** bikeway -- SE 52nd Ave

We live on SE 52nd Avenue, between Division and Lincoln streets. We fully support the efforts to restrict traffic on SE 52nd with a diverter barring northbound traffic at Division. Our street sometimes feels like a freeway despite speed bumps that the city installed approximately 8 years ago. The incredible number of cars on our two blocks are not passing through to visit people living here. Drivers use our street to access SE 50th or SE 60th via Lincoln Street. The volume of traffic and the speeds are such that we are not comfortable allowing our children to spend time in front of our own home. The proposed diverter is our only hope at this time for reclaiming our neighborhood.

We realize that some residents on adjacent streets oppose the testing of a temporary diverter, much less the installation of a permanent one. We believe these fears are unfounded. The neighboring streets, 51st and 53rd, are very narrow which allows only one car to pass north or south. It is not likely that installing a diverter at 52nd & Division will significantly increase traffic on these streets. This should be apparent today because the stop light time only allows 4-5 cars to pass northbound through the Division & 52nd intersection. Considering the large number of cars that pass through this intersection, it would seem that a large number of drivers would be using side streets such as 51st or 53rd today in order to avoid the limited passage on the primary route. Traffic studies are very clear in showing that very few drivers use 51st or 53rd today.

Please support the northbound diverter at Division and 52nd. Help us reclaim our neighborhood.

Alex Lennox & Sonia Bouchard
2232 SE 52nd Ave

8/3/2011

Parsons, Susan

36882

From: Jennifer Dunmire Howe [dunmirejennifer@hotmail.com]
Sent: Tuesday, August 02, 2011 9:59 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla; Figliozzi, Sarah; mshaver1@yahoo.com
Subject: SE 52nd Avenue & Division St. Traffic: In Favor of Diverters

To whom it may concern,

My wife and I have owned a home along Lincoln St. between SE 50th & 60th Streets for the past 2 1/2 years. We love the neighborhood and the fact that our street is a designated bike pathway. However, we have noticed that it is also a popular shortcut for cars traveling to other main arteries in the city and despite the city's attempts to slow traffic with features like roundabouts, far too many cars travel at speeds that are unsafe for the many cyclists and pedestrians who regularly rely on this road. For this reason, we thoroughly support the proposal to place a traffic diverter at the intersection of 52nd & Division Street as part of the larger plan to create a North-South bike pathway. We feel this change will make both Lincoln Street and the proposed 50s bikeway corridor much safer and usable for all, as the city had originally intended them to be.

Thank you for your consideration of this matter.

Sincerely,

Jennifer and Ryan Howe

36882

Parsons, Susan

From: nancy senaga [nsenaga@gmail.com]
Sent: Tuesday, August 02, 2011 10:04 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: support of 50s bikeway - including diverter at 52nd and Division

Dear Mayor Adams and Portland City Council Commissioners,

I am writing in support of the 50s bikeways project, in particular the proposed diverter to be placed at SE 52nd and Division. We purchased a home near the intersection of 52nd and Lincoln last June. We knew that there was a bus line on the street but had no idea of the high volume of traffic that use 52nd as a cut through until we starting moving in.

In the month that we have actually lived in the home, we have witnessed high speeds and cars rolling through the stop sign. Because of the large volume of cars that pass through the intersection, I use extra caution when crossing the street since the drivers are usually more concerned with getting through the intersection than bikes or pedestrians on the road.

I attended one of the open houses held by the department of transportation, and was shocked, but not really surprised at the number of cars that use 52nd and also Lincoln. I also heard concerns from those living on 51st of increased traffic on their street. Both 51st and 53rd, when compared to 52nd, are much more narrow and also not evenly paved which would not make them efficient for drivers to use them as a pass through to Lincoln.

We are asking for your support of the 50s bikeway project including the diverter at 52nd and Division, which we know will make our new neighborhood an even more wonderful place to live.

Sincerely,

Nancy Senaga and Ryan Parker
2124 SE 52nd Ave.

8/3/2011

From: Melissa Hahn [melissa.hahn@comcast.net]
Sent: Tuesday, August 02, 2011 10:24 PM
To: Adams, Mayor
Cc: Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla; Figliozi, Sarah; mshaver1@yahoo.com
Subject: SE 52nd Diverter

Dear Mayor Adams and City Council Commissioners,

I live on SE 52nd, in the block between SE Lincoln and Division and I am writing to ask for your support of the 50s bikeway project. In particular, the diverter of northbound auto traffic at SE 52nd and Division is crucial to decrease the high traffic on our street in order to make it safer for bicyclists and my children!

Currently our street is much busier than it should be as a residential street. The intersection at SE 52nd and Lincoln is particularly dangerous. It is busy with cars, buses, and pedestrians--many of whom are walking/riding to the neighborhood schools. It is an off-set intersection with poor visibility and I witness near-accidents here almost daily. A traffic diverter would decrease auto traffic on both SE 52nd and Lincoln and would make it safer for drivers, pedestrians and cyclists.

I'm very excited about the Bike Boulevard coming to our neighborhood! I understand that these bikeways are meant to be family-friendly streets with low traffic volumes. I am proud to live in a neighborhood-and a city- that values the importance of safety and livability for bicyclists. I urge you to support the 50s bikeway project, including the diverter at SE 52nd and Lincoln.

Thank you for helping to make our neighborhood a better place for us to live.

Sincerely,
Melissa Hahn, M.D.

36882

Parsons, Susan

From: Bernard Sanders [bernardthered@gmail.com]
Sent: Wednesday, August 03, 2011 9:53 AM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: In support of the traffic diverter on SE 52nd at Division

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.

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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.

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Sincerely,
Bernard Sanders
1806 SE 52nd Ave

8/3/2011

36882

Parsons, Susan

From: Marcus Anderson [marcusgander@hotmail.com]**Sent:** Wednesday, August 03, 2011 10:13 AM**To:** Moore-Love, Karla**Cc:** Figliozzi, Sarah; mshaver1@yahoo.com**Subject:** 50's Bikeway Project

Dear Council Clerk Moore-Love

We sent this note to the Mayor and each of the Commissioners and are sending you a copy for your records.

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

8/3/2011

36882

Parsons, Susan

From: Bradley, David (PDX) [david.bradley@adidas.com]
Sent: Wednesday, August 03, 2011 11:23 AM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah; Michael Shaver
Subject: 50's Bikeway Project
Attachments: BikewayCommissionersLetter.doc

Please help in making our neighborhood safer for our kids...thanks.

david bradley
Sr. Mgr. Business Development
971-234-4046

8/3/2011

Parsons, Susan

From: Benjamin P Culpepper [bphilly176@hotmail.com]
Sent: Wednesday, August 03, 2011 11:31 AM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: NE/SE 50's Bikeway

As a local bike commuter living in the Powellhurst neighborhood I would like to express my support for the proposed bikeway and traffic diverter in the SE Lincoln and 52nd area.

Thank You,

Beau Culpepper
2928 SE 56th Ave
bphilly176@gmail.com

36882

Parsons, Susan

From: Mitchel Auerbach [mauerbachso@gmail.com]
Sent: Wednesday, August 03, 2011 11:41 AM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com; mauerbachso@yahoo.com
Subject: 50s bikeway project

Dear Mayor Adams and Portland city commissioners,

As you know, the 50s bikeway proposal is about to be voted on by the city. I strongly urge you to support this project as developed by the city's bicycle transportation office. Despite some local opposition, public sentiment is strongly in favor of this important milestone for the city. A number of important factors in favor of this bikeways plan come into mind. Specifically:

1. *High vehicle volumes* on 52nd and Lincoln. These are designated as "local access streets" and are not for high volumes and cut through traffic. Those opposed to the diverter test are worried about increased cut through on their streets (51st and 53rd). PBOT has criteria that would allow a **max** of 150 additional vehicles a day on these streets; currently they have 150-280. *52nd Ave North of Division has around 2,800 and most of Lincoln has over 3,000 a day.*

1. Both 52nd and Lincoln will be *Bicycle Boulevards*, intended to be low volume, family friendly streets. We see many bicycle related incidents caused directly by high volumes and speeds.

1. The diverter will help with the *dangerous intersection* at 52nd and Lincoln.

1. *Pedestrian and child safety!* Lincoln and 52nd are used as a corridor to Mt. Tabor and Atkinson.

1. 52nd and Lincoln are *further congested by the #71 bus*, limiting speed bump use.

1. The *public process has been inclusive and fair*, including specific meetings about the diverter.

Thank you for your ongoing support for bicycling in Portland!

Mitchel Auerbach

 2746 NE 52nd Ave
 Portland, OR 97213 USA

8/3/2011

Parsons, Susan

From: Kate Tosswill [k.tosswill@gmail.com]
Sent: Wednesday, August 03, 2011 12:34 PM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; Michael Shaver; k.tosswill@gmail.com
Subject: Letter in support of SE 52nd Street Diverter & 50s Bikeway
Attachments: Bikeway Letter Aug 2 2011.doc



Bikeway
Aug 2 2011.c

Attached please find my letter in support of the diverter and the Bikeway project. I live at 2214 SE 52nd Avenue.

Thank you,

Catherine Tosswill

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. 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

36882

Parsons, Susan

From: Michael Foreman [m4man@comcast.net]**Sent:** Wednesday, August 03, 2011 3:33 PM**To:** Moore-Love, Karla**Subject:** NE/SE 50s Bikeway Project

Dear Ms. Moore-Love - I am a native Oregonian and a long time resident of the City of Portland with a home in the Mt. Tabor neighborhood. I am also a cyclist, a pedestrian and a father of a 22-month-old daughter. For these reasons, I support the 50s bikeway project, especially the diversion of traffic at the intersection of 52nd Avenue and SE Division.

I am a stay at home father. Spending the majority of my time at home with my daughter has given me the opportunity to observe some disturbing traffic patterns in front of my home on 52nd Avenue and in my neighborhood. I have observed exceedingly high traffic volumes (predominantly single occupancy vehicles) as well as commercial traffic of large trucks traveling 52nd Avenue north of Division. More concerning to me is the excessive speed that many cars travel in front of my home. As a father who walks daily through the neighborhood with my daughter, I fear for her safety in such close proximity to large trucks and fast moving cars. This fear carries further to include the increased number of cyclists riding 52nd that the bikeways project would bring. I believe large trucks, speeding cars and families on bikes is a tragedy waiting to happen.

I believe the 50s bikeways project is a wonderful addition to an already stellar infrastructure for traveling our city by bike. I urge you to support the 50s bikeway project. I also strongly urge you to support safer neighborhood streets by insisting that traffic diversions at 52nd Avenue and SE Division be part of the bikeways project.

Sincerely,

Michael Foreman
1906 SE 52nd Avenue
Portland, Oregon 97215
(503) 896-6762

8/3/2011

Parsons, Susan

From: Emily Bartram [northwestemily@gmail.com]

Sent: Wednesday, August 03, 2011 4:45 PM

To: Moore-Love, Karla

Subject: 50s Bikeway

Dear Karla,

I am writing in fervent support of the 50s bikeway project in general, and more specifically, I am writing in favor of the proposed testing of the northbound diverter at SE 52nd Ave. I am a hardworking single mother of two, an employee with Portland Public Schools, and am very proud and protective of both my neighborhood, and the eco-friendly bike culture of Portland-at-large. I want to keep the streets safe for bikes and pedestrians, and I am particularly concerned with safety for our youngest residents.

I have lived at 2365 SE 52nd for only three years, and have personally witnessed *three* accidents at SE 52nd and Division already! it's a disastrous intersection, the cut-through traffic is aggressive and relentless. The drivers are in a hurry and they are looking to shave time off their commutes by any means necessary. One of my neighbors was recently hit. His name is Ken Watanabe and he is a dance teacher and choreographer who has danced for such prestigious companies as Alvin Ailey. Like me, Ken is also a parent to Atkinson Elementary School students who cross 52nd and Division daily. I bristle every time I see his kids cross the street...I am reminded of the pain their dad went through just steps away from his home, crossing Division at SE 52nd. As a fellow dancer, I am so sad for Ken. And as a fellow parent, I worry for my children's safety.

I could complain about noise and the general nuisance caused by the 2,800+ cars racing down my residential street, but I won't. My personal comfort isn't my primary concern, nor should it be. I just want traffic to flow in the way that it was designed to, by the esteemed builders of our city's infrastructure. And relatedly, I am embarrassed by my neighbors on SE 53rd and SE 51st who are concerned that their pastoral streets may get a few more cars--concerns as trivial and personal as these ignore the greater issue...making Portland the Bike City of the future and a national model.

--

Emily Bartram

36882

Parsons, Susan

From: johnhmclaren@cs.com
Sent: Tuesday, August 02, 2011 2:05 PM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah; mshaver1@yahoo.com
Subject: 50s Bikeway

To esteemed Portland officials:

My name is John McLaren. I live at 1816 SE 54th Ave. I am 76 years old and still enjoy riding a bike, especially when I can find reasonably safe places to ride.

The 50s Bikeway is a great idea and I strongly support this project. There has been much discussion of the merits of including a diverter at SE Division Street to deflect northbound car traffic from SE 52nd Ave. while allowing buses, bikes and people on foot to continue traveling forward toward SE Lincoln Street, another key intersection.

That makes a lot of sense to me, and I think it can be done without impacting neighbors on SE 51st and 53rd Aves. with a lot of unwanted "cut-through" traffic. A diverter also would take traffic off Lincoln, which is supposed to be a Bike Boulevard but sometimes doesn't seem like it with cars zooming through at 30 or 40 mph.

Please allow the Transportation Bureau to at least test the efficacy of a diverter at 52nd and Division. Besides benefiting bicyclists and pedestrians, a diversion project would help make our neighborhood a better and safer place -- for all the residents.

Thank you.

John McLaren

8/2/2011

36882

Parsons, Susan

From: Thomas Byrne [tomb@sdra.com]
Sent: Tuesday, August 02, 2011 1:26 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: NE/SE 50s Bikeway

Dear Mayor,

This is a letter of **support** for the bikeway project connecting Woodstock to Thompson.

I commute by bike almost every day and enjoy great access from SE to downtown via the Lincoln Street bikeway.

Connections north-south are more challenging and I would like to see a safer designated bike route near my home on 61st Ave. Speed bumps don't seem effective at discouraging or slowing cars down. Lincoln St. works very well with restricting traffic in one direction and I have only had minor conflicts with cars in over 10 years of commuting.

The traffic restriction concept between Lincoln and Division on 52nd Ave is a good idea.

Until the day when there are more bikes than cars on our City streets, please continue creating safe, easy and direct routes for non-motorized means of transport.

Thank you,
Tom Byrne
Portland, Oregon

8/2/2011

36882

Parsons, Susan

From: Jeff Lockwood [rainrelief@yahoo.com]
Sent: Tuesday, August 02, 2011 12:31 PM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman
Cc: Moore-Love, Karla; Figliozzi, Sarah
Subject: Please Support NE/SE 50s Bicycle Project

Hello,

I have been a homeowner on SE 52nd Avenue between SE Hawthorne and Lincoln since 1995. In that time, I have seen the amount of car traffic on my street more than double. The city's traffic statistics show this street handles approximately 2,800 vehicles a day, which is much too high for a "local access street." I support the proposed traffic diverter because it will sharply reduce the amount of cut-through traffic on SE 52nd Avenue. Most of this cut-through traffic is likely to take SE 50th instead. The adjacent streets (51st and 53rd) have much lower traffic volumes and can handle a little more traffic. Plus, they are not easy to negotiate and most people will not use them for cutting through.

I am also a bicycle commuter and support the project from that perspective as well. SE 52nd Ave is dangerous to ride on south of Lincoln street due to congestion, cars parked on both sides of the street, and lack of bike lanes on much of it. Also, the intersection at SE 52nd and Lincoln has too much traffic to be safe. The NE/SE 50s Bicycle Project will help address these issues.

For all of the reasons above, I ask that you vote yes on this project.

Thank you for considering my request.

Jeff Lockwood

These are designated as "local access streets" and are not for high volumes and cut through traffic. Those opposed to the diverter test are worried about increased cut through on their streets (51st and 53rd). PBOT has criteria that would allow a **max** of 150 additional vehicles a day on these streets; currently they have 150-280. *52nd Ave North of Division has around 2,800 and most of Lincoln has over 3,000 a day.* dles

Parsons, Susan

From: Doug Klotz [dklotz@rdrop.com]
Sent: Monday, August 01, 2011 11:45 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: NE/SE 50s bikeway

Dear Council Members:

I am writing to express my support for the NE/SE 50s Bikeway Plan, and specifically the diverter planned to be tested at SE 52nd and Division. SE 52nd north of Division is a Local Street, that is currently handling way more traffic than intended. Putting the diverter in will reduce this traffic to a manageable level, to create a better biking and walking street.

I attended the Mt. Tabor Neighborhood Association meeting where the diverter was voted on. The diverter as planned got about 50 percent vote of the residents attending (55 yes, 56 no). When a second proposal, of the 52nd diverter, plus a diverter at 51st, and other measures on 53rd and 54th was presented, those in attendance voted overwhelmingly in favor (68 yes, 39 no). Residents on 51st, apparently, objected even to this proposal.

So, I urge you to put in perspective the voices of a small group of people, who probably won't see much traffic anyway, if the City engineer's predictions are correct (and they seem reasonable). Let the project test the 52nd Ave. diverter, and see what happens. In all likelihood, most traffic will go over to 50th, and 52nd will be able to function as a local street instead of a thoroughfare.

Thank you.

Doug Klotz

36882

Parsons, Susan

From: Holly Benke [hbenke@yahoo.com]**Sent:** Monday, August 01, 2011 11:27 PM**To:** Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla**Cc:** Figliozi, Sarah; mshaver1@yahoo.com

Dear Mr. Mayor and Commissioners,

I have been following the debate over the diverter that the city has suggested for SE 52nd St. because of the new bikeway that they are working on. I wanted to express my support for the diverter.

I live on Lincoln St. and have three small children. When we moved to Lincoln Street, we had no idea of the amount of traffic that flows through there on a daily basis, and is especially high during commuting hours. Not only is it high traffic, but many cars drive way too fast and do not treat it like a neighborhood street. When we are walking to Atkinson Elementary each morning, I am surprised at how vigilant I need to remain in order to keep my kids safe. As I cross the side streets heading East on Lincoln, I am always nervous as many cars swerve around the traffic circles usually going too fast, making it feel uncomfortably close for a small child who is trying to cross a side-street. Also, I see families biking up Lincoln all of the time (my own kids are not old enough yet). Many cars "can't wait" to get around them and it makes my heart skip a beat as I watch a younger child teetering on their bike as a car going 30+ miles per hour dodges around them. If Lincoln Street were a true neighborhood street, (and bicycle boulevard) there would not be so many cars cutting through, in a huge rush to get where they're going. The cars would generally be going slower if they were mostly local. I believe that the diverter would help to alleviate some of the problem that Lincoln Street has, improve the new bikeway, and decrease the number of cars in our neighborhood overall.

Thank you for considering my opinion. I love the Mt. Tabor neighborhood and it would be even nicer with a calm new bikeway and less traffic to worry about!

Sincerely,

Holly Shaver

8/2/2011

36882

Parsons, Susan

From: Kirsten Burt [kirsten.burt@comcast.net]
Sent: Monday, August 01, 2011 2:30 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah; mshaver1@yahoo.com
Subject: 50s Bikeway - supporting diverter at 52nd & Division

Hello.

I'm writing to support the installation of traffic diverters at SE 52nd and Division as part of the NE/SE 50s Bikeway project.

I live on the corner of 52nd and Franklin, and though 52nd is almsot completely residential in the strip between Powell and Division, we get a huge volume of traffic on our street, much of it going way too fast! There are lots of small children on our street, and I've noticed that no one lets their kids play in the front yard - it would just be too dangerous.

I believe the proposed diverters at the intersection of 52nd & Division would help reduce both the volume and speed of traffic on our street, and whole-heartedly support their installation!

Best,
Kirsten Burt
3236 SE 52nd Ave., Portland

Kirsten Burt
kirsten.burt@comcast.net
kikib.etsy.com
www.chrysalismadagascar.com

Parsons, Susan

36882

From: Alex Reed [malexreed@gmail.com]
Sent: Monday, August 01, 2011 1:29 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: 50s Bikeway: I support the 52nd Diverter Test!

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

36882

Parsons, Susan

From: Parsons, Susan on behalf of Moore-Love, Karla
Sent: Tuesday, August 02, 2011 9:43 AM
To: Figliozzi, Sarah; Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Saltzman, Dan
Subject: FW: In support of 50s bikeway

Sue Parsons

Assistant Council Clerk
City of Portland
503.823.4085

please note new email address:

Susan.Parsons@portlandoregon.gov

From: Katie Edlin Farwell [<mailto:katie.edlin@gmail.com>]
Sent: Monday, August 01, 2011 12:35 PM
To: Adams, Mayor
Subject: In support of 50s bikeway

I live in the area of the 50s Bikeway, and I strongly support this project. It will make my neighborhood safer for my family, as well as many other families, to bike and walk. The schools in the area will be positively impacted by making a "Safer Route to School" a reality. A bike boulevard on SE 52nd is desperately needed to help make biking and walking a safe option to improve health and air quality in our neighborhood.

Thank you,
Katie Edlin Farwell

--
Katie Edlin Farwell
503.799.5567
katie.edlin@gmail.com

36882

Parsons, Susan

From: coffeaisnice@gmail.com on behalf of Steve B [steve@activerightofway.org]
Sent: Monday, August 01, 2011 2:44 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: Support for 52nd & Division Traffic Diverter: For Pedestrian Safety
Attachments: Support for 52nd and division diverter letter.pdf

Please find attached PDF letter in support of the 50's bikeway and traffic diversion at 52nd and Division.

Thank you,
Steve Bozzone

August 2, 2011

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

36882

Parsons, Susan

From: Christian Columbres [christiancolumbres@gmail.com]
Sent: Wednesday, August 03, 2011 10:27 PM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: I Support the 50's Bikeway & the proposed 52 Diverter

Dear Mayor Adams & City Commissioners,

I am writing a letter to **express my support for the 50's Bikeway project including the diverter on SE Division and SE 52nd.**

As a resident of the neighborhood, I truly believe that this will greatly improve the livability and quality of the lives of the majority of the people in my neighborhood.

Living within close proximity to the corner of Lincoln and 52nd, I see a stark difference between those streets and the surrounding streets. Lincoln & 52nd, is burdened with close to 3000 cars per day each, while surrounding streets like 51st and 53rd have only around 150. As a cyclist, runner, walker, and as a person that desires to raise a family in the neighborhood, I feel that improvements like the proposed would positively affect many more like me.

I have been an activist for the bikeways project and have attended a number of the public meetings and discussions. There, I and spoke with many people to ask there opinions and it seems that everyone I speak with thinks the diverter is a good idea, except for a few.

Last night, I explained the proposed diverter to a resident from the corner of SE 52 and SE Division and he thought it was a great idea because it would alleviate the intersection that he called, "an absolute mess."

I frequently walk, run, bike around the neighborhood. In the past year, while crossing 52nd and walking west on Division, twice, cars that are rushing through the intersection have nearly hit me.

I fully support the bikeways and the Diverter on SE 52nd & SE Division and I hope you will too. It will create a peaceful, safe, pedestrian friendly neighborhood as it was meant to be.

Thank you,

Christian Columbres

christiancolumbresphotography

christian@christiancolumbres.com
www.christiancolumbres.com
facebook | linkedin | twitter | blog
503-789-5628

8/8/2011

36882

Parsons, Susan

From: CKuhns@aol.com
Sent: Wednesday, August 03, 2011 9:20 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: 50s Bikeway
Attachments: bikeway.pdf

Please see my attached letter regarding the 50s Bikeway Project.

Craig Kuhns

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

August 3, 2011

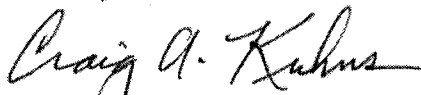
Dear Mayor Adams and Portland City Council:

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

Richmond Neighborhood Association

c/o Southeast Uplift
3534 SE Main
Portland, OR 97214
Phone: 503/232-0010



<http://richmondpx.org/>

RNAnewsletter@gmail.com

August 12, 2011

sent via email

Mayor Sam Adams
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Randy Leonard
Commissioner Nick Fish
Karla Moore-Love, Council Clerk
1221 SW 4th Avenue
Portland, OR 97204

Re: Letter of Support for NE/SE 50's Bikeway Project

Dear Mayor Adams, Commissioners Fish, Fritz, Leonard, Saltzman and Council Clerk:

At the Richmond Neighborhood Association's (RNA) June 13, 2011 regular monthly meeting, a letter of support was requested concerning the NE/SE 50's Bikeway Project, which borders the southern half of RNA's eastern boundary along SE 52nd Ave. from Division St. to Powell Blvd.¹ A letter of support was sought at the RNA's May 11, 2011 meeting but the matter was set over to June to allow for better notice to the community and interested parties.

Rich Newlands, one of the project managers, presented on behalf of Portland's Bureau of Transportation (PBOT) in support of the request for the letter of support. He generally summarized the project, which proposes a 4.5 mile north-south bike route from NE Thompson St. and 57th Ave. to SE Woodstock Blvd. and 52nd Ave. The goal of the project is to provide a larger and safer north-south bike transportation system, consistent with the goals of Portland's Bicycle Plan.

Since only a portion of the Bikeways Project borders the Richmond neighborhood, Rich focused his presentation on those aspects of the Plan nearest to the Richmond neighborhood:

1. A proposed traffic diversion on 52nd Ave., from Division St. north two blocks to Lincoln St., which would prohibit northbound vehicle traffic from Division St.,

¹ The boundaries of the Richmond neighborhood are: SE Hawthorne Blvd to SE Powell Blvd, and SE 29th Ave. to SE 50th and 52nd Aves. North of Division St., the eastern boundary is SE 50th Ave., while south of Division the boundary is SE 52nd Ave.

Mayor Adams and Commissioners
August 12, 2011
Page 2

except buses and bicycles would be allowed to travel north from Division ("Division-Lincoln diversion"). In light of concerns previously raised over the possible diversion of vehicles to neighboring streets, Rich explained that PBOT would monitor for 3 to 6 months the amount of traffic diverted by the diversion.

2. A proposal to remove all on-street parking on the east side of SE 52nd Ave. from Division St. south to Woodstock Ave. ("Division-Woodstock parking removal") in order to install two 6' wide north and south bike lanes.

After Rich's presentation, three other people gave presentations which focused on these elements of the proposed project, whether in support or in opposition.

Amy Larson, a resident of SE 51st Ave. and the Mt Tabor neighborhood, presented on behalf of residents living on SE 51st, 53rd, and 54th Aves. who oppose the Division-Lincoln diversion. She presented a "Petition by Concerned Neighbors" opposing the SE Division-Lincoln diversion signed by 99 people, primarily residents of SE 51st, 53rd, and 54th Aves.; all who are residents of the Mt Tabor neighborhood. She explained that, while she and the other signatories of the Petition oppose the Division-Lincoln diversion, she is generally in favor of the Bikeways Project. She requested the RNA to oppose the diversion, arguing that (1) it will cause traffic to be diverted onto SE 51st, 53rd, and 54th Aves., streets much narrower than SE 52nd Ave., and (2) the public involvement and outreach process as to the design of the project was too rushed.

Rebecca Casanova, who lives on the bikeway route on SE 52nd between Division and Lincoln and who is also a resident of the Mt Tabor neighborhood, spoke on behalf her neighbors on SE 52nd Ave. between Division and Lincoln. She and her neighbors support the project in general and the Division-Lincoln diversion in particular. She urged the RNA to support the diversion as a way to slow down vehicle traffic on 52nd Ave. which she stated has been getting worse.

Jim D'Ambrosia, a resident of SE 52nd Ave. south of Division, spoke on behalf of people opposed to the proposed elimination of east-side parking on 52nd Ave. from Division to Woodstock. He urged the RNA to oppose this aspect of the project.

After these presentations, members of the public were allowed to comment on the project and the issues that were raised, which was followed by discussion and vote by the RNA Board.


Concerning the Division-Lincoln diversion, the comments stated during the meeting included: fears that the diversion will cause increased traffic on SE 51st, 53rd and 54th Aves., while others stated that there will be minimal diversion of traffic to these streets; the diversion will significantly slow down traffic on 52nd Ave., while others stated there are other ways to calm traffic, such as speed bumps; residents on that stretch of 52nd Ave. stated that the existing speed bumps do not slow down traffic enough, while others suggested that simply installing larger speed bumps would effectively slow down traffic.

Mayor Adams and Commissioners
August 12, 2011
Page 3

Concerning the Division-Woodstock parking removal, a concern was raised about the impacts on pedestrian safety, particularly from Division to Woodstock. In that stretch on 52nd Ave, all but 3 of the intersections are offset T intersections without clearly marked crosswalks. Residents who live on the east side of 52nd Ave. will be required to cross a very busy street traveled by 2,500 cars a day in order to get to or from their cars. It was stated that the Bikeways Project originally included a pedestrian safety component but it had to be dropped due to lack of project funding.

The RNA voted to support the NE/SE 50's Bikeway project in general, by a vote of 5 to 1, with 1 abstention. The RNA also voted by unanimous vote to request the city to seek additional funds to include a pedestrian safety component for the Powell to Woodstock portion of the project. However, it did not vote on the Division-Lincoln diversion or the Division-Woodstock parking removal features in particular.

Sincerely,



Allen Field
Co-Chair Richmond Neighborhood Association

cc: Sarah Figliozzi, PBOT
Rich Newlands, PBOT
Jeff Cropp, Co-Chair Richmond Neighborhood Association

City Auditor
 LaVonne Griffin-Valade
 1221 SW 4th Avenue, Room 140
 Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:46

7-07, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

Dear City Auditor Griffin-Valade:

I am writing in regard to the 50s Bikeways Project, which will soon be coming before the City Council for approval. I am wholeheartedly in favor of efforts to provide safe, accessible routes for bicyclists and see many positive aspects of the 50s Bikeway. However, there is one aspect of the project that is of great concern to me and many of my neighbors: the proposed diversion at SE 52nd and SE Division. The Portland Bureau of Transportation (PBOT) is recommending that all northbound car traffic on SE 52nd (except buses and bicycles) be prohibited from continuing north on SE 52nd at SE Division.

I strongly oppose a diversion at SE 52nd and SE Division. This option (referred to by PBOT as “Option C”) is a drastic option and will create more problems than it solves. It places an unnecessary and disproportionate share of the burden of the Bikeway in this two-block section on adjacent streets. There are more reasonable and balanced solutions which would accommodate the Bikeway without adversely impacting the 100s of people who live nearby or drive through this area. These alternatives include: the use of turn signals and pinch points, which PBOT has already identified as possible options; leaving the two-block stretch as-is and monitoring its use as a Bikeway; and removing east side parking in this two block stretch in order to accommodate a bike lane (just like PBOT is recommending South of Division). All of these alternatives would strike a more fair and reasonable balance between the needs of the Bikeway and the safety, peacefulness and livability of neighboring streets.

On June 15, 2011, the Mount Tabor Neighborhood Association (MTNA) voted to support the Bikeway generally but opposed the diverter. The vote against the diverter was very close and demonstrates the strong division in our neighborhood over this issue. **We ask that City Council direct PBOT to pursue alternatives which are less drastic and less divisive, which have the support of the majority of neighbors most affected and which better balance the needs of the Bikeway with the safety, peacefulness and livability of our neighborhoods.** We also ask that City Council direct PBOT to slow down and more fully engage residents in possible solutions for this two-block stretch. I, along with many of my neighbors, did not know about the proposed diverter until after PBOT had decided to recommend it. The public process on the diverter issue has been very poor.

The diverter will reduce car traffic on SE 52nd, but it has great potential to increase traffic on adjacent streets. Our narrow, single lane residential streets have already experienced a significant increase in “cut through” traffic as drivers cut through on SE 51st, 53rd and 54th and all the way up to 59th to avoid the congestion on Division. This has already degraded the safety, peacefulness and livability of our neighborhood and I believe that a diverter at 52nd will greatly exacerbate this problem and end up diverting a large share of the traffic from 52nd (a two-lane street) onto our narrow (one-lane) adjacent streets. The Bikeway project team itself identified cut-through traffic avoiding the SE 50th and Division intersection as a problem early on its planning, yet has settled

on a proposal which merely shifts the problem of cut-through traffic to narrower adjacent streets. This does not make sense.

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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Janet B. Blythe
 I have lived here for over twenty years. I would hate to see our quiet neighborhood turned into a cut through for cars turning left on division. Our street is not in that good of condition anyway and is not scheduled for any repairs as I understand it. Please consider the alternate solution. Thank you.

City Auditor
LaVonne Griffin-Valade
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:46

July 7, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

Dear City Auditor Griffin-Valade:

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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Dolores M. Demmon - Dolores M. Demmon
2227 S.E. 51st

I am opposed to the diverter!

City Auditor
LaVonné Griffin-Valade
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

7-07, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Marilyn O. Howell

2208 S.E. 51st

THIS IS NOT A GOOD IDEA.

City Auditor
 LaVonne Griffin-Valade
 1221 SW 4th Avenue, Room 140
 Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:47

July 3, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely, *Carol W Mitchell*
CAROL W MITCHELL

I loved this street (51st) I live on when I first bought this house. Now I worry about all the children and pets on this street when many cars drive by going well over the speed limit!

City Auditor
LaVonne Griffin-Valade
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

July 5, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

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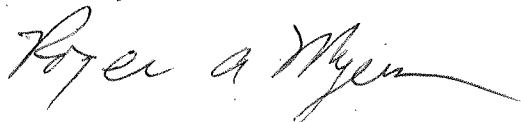
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City Auditor
 LaVonne Griffin-Valade
 1221 SW 4th Avenue, Room 140
 Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:47

 July 5, 2011

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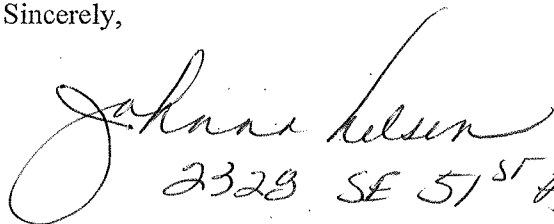
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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,


2328 SE 51st Ave 97215

City Auditor
 LaVonne Griffin-Valade
 1221 SW 4th Avenue, Room 140
 Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:47

7-2, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

Dear City Auditor Griffin-Valade:

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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Wim Hiron

City Auditor
LaVonne Griffin-Valade
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:47

7/6, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,



DE JONES

City Auditor
LaVonne Griffin-Valade
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:47

July 6, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Signature:

Printed Name:

Address:

Sergei Schmidt
Sergei Schmidt
1925 51st Avenue

Please no diversion onto SE 51st Avenue. I want to continue to live and raise my family on a quiet and safe street

City Auditor
LaVonne Griffin-Valade
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:47

July ____, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Signature:

Peggy Kay Anderson

Printed Name:

Peggy Kay Anderson

Address:

1935 SE 51st Portland

City Auditor
LaVonne Griffin-Valade
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:47

7-2, 2011

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AUDITOR 07/26/11 PM 5:47

City Auditor
LaVonne Griffin-Valade
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

July 6, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

Dear City Auditor Griffin-Valade:

I am writing in regard to the 50s Bikeways Project, which will soon be coming before the City Council for approval. I am wholeheartedly in favor of efforts to provide safe, accessible routes for bicyclists and see many positive aspects of the 50s Bikeway. However, there is one aspect of the project that is of great concern to me and many of my neighbors: the proposed diversion at SE 52nd and SE Division. The Portland Bureau of Transportation (PBOT) is recommending that all northbound car traffic on SE 52nd (except buses and bicycles) be prohibited from continuing north on SE 52nd at SE Division.

I strongly oppose a diversion at SE 52nd and SE Division. This option (referred to by PBOT as “Option C”) is a drastic option and will create more problems than it solves. It places an unnecessary and disproportionate share of the burden of the Bikeway in this two-block section on adjacent streets. There are more reasonable and balanced solutions which would accommodate the Bikeway without adversely impacting the 100s of people who live nearby or drive through this area. These alternatives include: the use of turn signals and pinch points, which PBOT has already identified as possible options; leaving the two-block stretch as-is and monitoring its use as a Bikeway; and removing east side parking in this two block stretch in order to accommodate a bike lane (just like PBOT is recommending South of Division). All of these alternatives would strike a more fair and reasonable balance between the needs of the Bikeway and the safety, peacefulness and livability of neighboring streets.

On June 15, 2011, the Mount Tabor Neighborhood Association (MTNA) voted to support the Bikeway generally but voted to oppose the diverter. The vote against the diverter was very close and demonstrates the strong division in our neighborhood over this issue. At a June 8 meeting with Rich Newlands, Sarah Figliozzi and residents which called at the request of opponents to the diversion and was attended by more than 50 people, more than 2/3 of the attendees voted to OPPOSE the diverter. **We ask that City Council direct PBOT to pursue alternatives which are less drastic and less divisive, which have the support of the majority of neighbors most affected and which better balance the needs of the Bikeway with the safety, peacefulness and livability of our neighborhoods.** We also ask that City Council direct PBOT to slow down and more fully engage residents in possible solutions for this two-block stretch. I, along with many of my neighbors, did not know about the proposed diverter until after PBOT had decided to recommend it. The public process on the diverter issue has been very poor.

The diverter will reduce car traffic on SE 52nd, but it has great potential to increase traffic on adjacent streets. Our narrow, single lane residential streets have already experienced a significant increase in “cut through” traffic as drivers cut through on SE 51st, 53rd and 54th and all the way up to 59th to avoid the congestion on Division. This has already degraded the safety, peacefulness and livability of our neighborhood and I believe that a diverter at 52nd will greatly exacerbate this problem and end up diverting a large share of the traffic from 52nd (a two-lane street) onto our narrow adjacent streets (which in most cases are single-lane streets). The Bikeway project team

itself identified cut-through traffic avoiding the SE 50th and Division intersection as a problem early on its planning, yet has settled on a proposal which merely shifts the problem of cut-through traffic to narrower adjacent streets. This does not make sense.

PBOT is suggesting a "testing" period for the diversion. I strongly object to such a test. PBOT's standards for what is an "acceptable" increase of traffic on adjacent streets are inappropriate for these narrow residential streets. Mr. Newlands has stated that an acceptable level of increased traffic on each of the neighboring streets could be as much as 150-180 cars or more per day. This would nearly double the daily volume of traffic on these yet is still considered a "low impact" and "acceptable" alternative! Moreover, even if traffic volumes exceeded acceptable limits during testing, PBOT has stated that its response would be to "mitigate" the impact with devices such as speed bumps, stop signs and additional diverters rather than remove the diverter at 52nd. It is unlikely the mitigation tools would be effective. Additional measures will cost even more money and would not be necessary if the diverter was not put in at 52nd in the first place. I adamantly oppose testing of the diverter.

I strongly support alternative measures in lieu of diverting northbound traffic on SE 52nd. PBOT has identified at least two alternatives that would have far less potential negative impact on adjacent streets. "Option A" would enhance intersections at SE 50th and SE 60th and Division to improve traffic flow through these desired alternatives. "Option B" would calm traffic through creating "pinch points" along SE 52nd. Both of these alternatives, preferably in conjunction, should be explored and tested instead of the high-impact "Option C". These two options could achieve the goal of traffic calming for the whole neighborhood, not just the two block stretch of 52nd Ave. Another viable option would be to leave the traffic "as is" on this two-block stretch, which many believe could safely accommodate increased bicycle traffic and existing traffic with nothing more than minimal road signage. Another option would be to follow the same plan on this two-block stretch as PBOT is recommending for the Bikeway south of Division - that is, to remove east side street parking in order to put in a northbound bike lane from 52nd and Division to 52nd and Lincoln. This last option would be consistent with the implementation of the Bikeway south of Division, would increase bicycle safety without creating new problems for adjacent streets and would negatively affect far fewer people. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors of the Bikeway.

I strongly urge you to vote against the diversion of northbound car traffic at 52nd and Division and ask PBOT to pursue lower impact alternatives in close dialogue with affected neighbors in order to develop a solution at 52nd and Division that strikes a more fair, reasonable and thoughtful balance between the needs of the Bikeway and the safety, peacefulness and livability of nearby streets. A Bikeway which is implemented thoughtfully, with strong public process and which better balances the needs of the Bikeway and neighbors, will in the long run be best for bicyclist, neighbors, the City of Portland and all of us.

Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Signature:

Sitka Schmidt-Pilgrim

Printed Name:

Sitka Schmidt-Pilgrim

Address:

1925 SE 51st Avenue

City Auditor
LaVonne Griffin-Valade
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

July 6, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

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I strongly oppose a diversion at SE 52nd and SE Division. This option (referred to by PBOT as “Option C”) is a drastic option and will create more problems than it solves. It places an unnecessary and disproportionate share of the burden of the Bikeway in this two-block section on adjacent streets. There are more reasonable and balanced solutions which would accommodate the Bikeway without adversely impacting the 100s of people who live nearby or drive through this area. These alternatives include: the use of turn signals and pinch points, which PBOT has already identified as possible options; leaving the two-block stretch as-is and monitoring its use as a Bikeway; and removing east side parking in this two block stretch in order to accommodate a bike lane (just like PBOT is recommending South of Division). All of these alternatives would strike a more fair and reasonable balance between the needs of the Bikeway and the safety, peacefulness and livability of neighboring streets.

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The diverter will reduce car traffic on SE 52nd, but it has great potential to increase traffic on adjacent streets. Our narrow, single lane residential streets have already experienced a significant increase in “cut through” traffic as drivers cut through on SE 51st, 53rd and 54th and all the way up to 59th to avoid the congestion on Division. This has already degraded the safety, peacefulness and livability of our neighborhood and I believe that a diverter at 52nd will greatly exacerbate this problem and end up diverting a large share of the traffic from 52nd (a two-lane street) onto our narrow adjacent streets (which in most cases are single-lane streets). The Bikeway project team

itself identified cut-through traffic avoiding the SE 50th and Division intersection as a problem early on its planning, yet has settled on a proposal which merely shifts the problem of cut-through traffic to narrower adjacent streets. This does not make sense.

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*Please!!
We want to continue*

Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Signature:

Kristen Pilgrim

Printed Name:

Kristen Pilgrim

Address:

*1925 SE 51st Ave.
Portland, OR 97215*

to raise our family on the quiet street that we have invested our finances and souls into!

City Auditor
 LaVonne Griffin-Valade
 1221 SW 4th Avenue, Room 140
 Portland, Oregon 97204

AUDITOR 07/26/11 PM 5:47

July 2nd, 2011

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division

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