

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 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.

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 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,

Pam Hawkins

I am concerned for the young children and cats that live on this street, if the traffic diverts to our street. Please consider other options besides "C" for the benefit of our neighborhood! Thank-you

2341 SE 53rd Ave. (between Division-Sherman Streets) since 1981

Portland, OR 97215-3917

rerschlechter@gmail.com / 503-232-7537

July 6, 2011

AUDITOR 07/26/11 PM 5:47

City Auditor

LaVonne Griffin-Valade

1221 SW 4th Avenue, Room 140

Portland, Oregon 97204

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

In summary: Please take into consideration all the modifications that are planned for SE 52nd Avenue between SE Foster and SE Division Streets, and balance everyone's needs with an option at SE 52nd/Division that will not be so divisive for my neighborhood. The proposed traffic diversion has implications for emergency vehicles, and would block the safest route from SE 52nd via SE Sherman St. to my home.

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.

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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 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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

Sincerely,

Roberta L. Schlechter



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

AUDITOR 07/26/11 PM 5:47

July 5, 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,

Miz Nakajima

Resident of 53rd Ave since 7/2009

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

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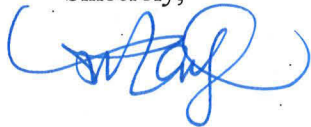
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I strongly urge you to vote against the diversion of northbound car traffic at 52nd and Division and ask PBOT to pursue lower impact alternatives in closer dialogue with affected neighbors which strike a more reasonable balance between the needs of 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,



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

AUDITOR 07/26/11 PM 5:48

July ____, 2011

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

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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 is 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:

Mary McFadyen

Printed Name:

Mary McFadyen

Address:

2232 SE 57th

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

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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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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:

E. Van Dyke

Printed Name:

E. Van Dyke

Address:

2335 SE 57 Ave.

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

AUDITOR 07/26/11 PM 5:48

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.

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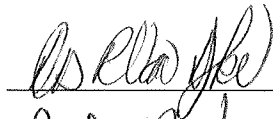
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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Signature:



Printed Name:

David R. Van Dyke

Address:

2335 SE 57th Ave Portland OR

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

7-5-, 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,

Dylan Danil
7-5-11

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

July 7, 2011

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

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Sincerely,


(Daniel Stoops)

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

AUDITOR 07/26/11 PM 5:48

July 7, 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,

ADAM BARBER
2361 SE 53RD AVE

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

36882

July ____, 2011

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

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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:

Printed Name:

Address:

Cheryl Ford
Cheryl Ford
1801 SE 51st

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

AUDITOR 07/26/11 PM 5:48

July 9, 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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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 closer dialogue with affected neighbors which strike a more reasonable 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,

Joe Clem

Joseph Clem
2361 SE 51st
Portland OR 97215
503-705-7756

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

AUDITOR 07/26/11 PM 5:48

 77-
 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.

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

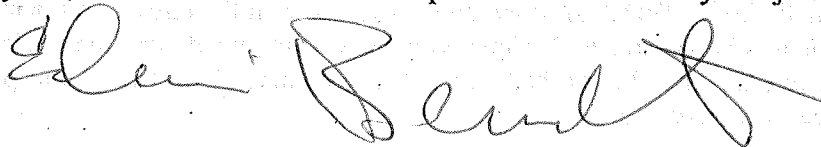
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I strongly support alternative measures in lieu of diverting northbound traffic on SE 52nd. PBOT has identified at least two alternatives that would have far less potential negative impact on adjacent streets. "Option A" would enhance intersections 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,



AUDITOR 07/26/11 PM 5:48

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

July 7, 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:

Karen L Kuhn

Printed Name:

Karen L Kuhn

Address:

1725 SE. 57th

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

AUDITOR 07/26/11 PM 5:49

7/31, 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.

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

Sincerely,


GARY MITCHELL

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

AUDITOR 07/26/11 PM 5:49

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,

Randall W Seniger

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

AUDITOR 07/26/11 PM 5:49

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 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.

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 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,

Marcy C. Maurer

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

AUDITOR 07/26/11 PM 5:49

July 12, 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.

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

Sincerely,



DAN JACOB SMETTEN

1906 SE 57th AVE

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

AUDITOR 07/26/11 PM 5:49

July 6, 2011

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

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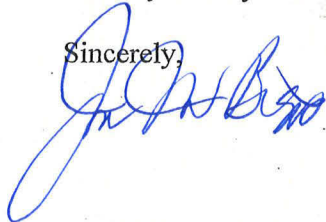
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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,



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

AUDITOR 07/26/11 PM 5:49

36882

7-4-11, 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,


LARRY D REDDEN

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

36882

July ____, 2011

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

Dear City Auditor Griffin-Valade:

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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:

Kay French *Paul R. French*

Printed Name:

Kay French

Address:

*1944 SE 57th Ave
Portland, OR 97215*

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

36882

July 7, 2011

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

Dear City Auditor Griffin-Valade:

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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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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 is 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:

Colleen Bingold / Steven Bingold

Printed Name:

Colleen Bingold / Steven Bingold

Address:

1945 SE 57th

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

AUDITOR 07/26/11 PM 5:49

36882

7-5-11, 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.

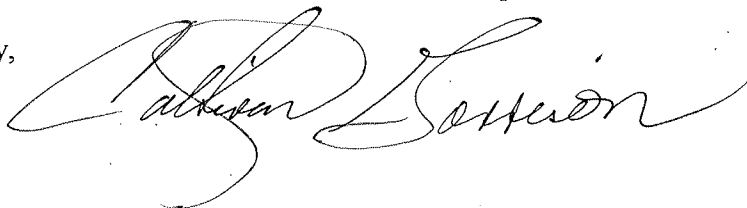
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I strongly support alternative measures in lieu of diverting northbound traffic on SE 52nd. PBOT has identified at least two alternatives that would have far less potential negative impact on adjacent streets. "Option A" would enhance intersections 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,



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

AUDITOR 07/26/11 PM 5:49

July 6, 2011

36882

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.

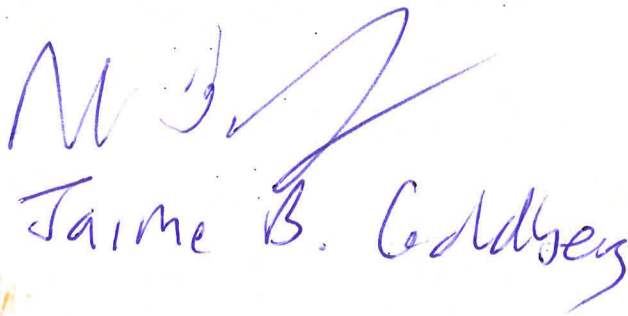
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I strongly support alternative measures in lieu of diverting northbound traffic on SE 52nd. PBOT has identified at least two alternatives that would have far less potential negative impact on adjacent streets. "Option A" would enhance intersections 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,


Jaime B. Goldberg

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

AUDITOR 07/26/11 PM 5:49

36882

July 5, 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.

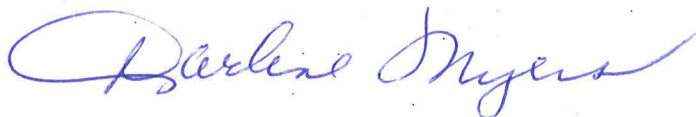
PBOT is suggesting a "testing" period for the diversion. I strongly object to such a test. PBOT's standards for what is an "acceptable" increase of traffic on adjacent streets are inappropriate for these narrow residential streets. Mr. Newlands has stated that an acceptable level of increased traffic 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 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,



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

AUDITOR 07/26/11 PM 5:49

36882

7-14, 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.

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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,



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

AUDITOR 07/26/11 PM 5:49

July 14, 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,



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

AUDITOR 07/26/11 PM 5:49

7.2, 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.

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.

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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 closer dialogue with affected neighbors which strike a more reasonable 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,



AUDITOR 07/26/11 PM 5:50

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

July 15, 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:

Diane F. Newton - Prior

Printed Name:

Diane F. Newton - Prior

Address:

2222 SE 54th Ave.

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

AUDITOR 07/26/11 PM 5:50

July 16, 2011

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

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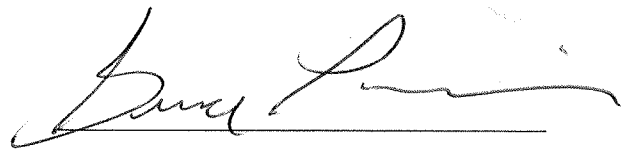
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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Signature: 

Printed Name: 2222 SE 54th AVE

Address: BRUCE PRIOR

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

AUDITOR 07/26/11 PM 5:50

July 16, 2011

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

Sincerely,

Signature:

Maddie J. Prior

Printed Name:

MADDIE J. PRIOR

Address:

222 SE 54th

36882

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

AUDITOR 07/26/11 PM 5:50

July 17, 2011

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Sincerely,

Kelly White Ray
(2363 SE 55th)

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

AUDITOR 07/26/11 PM 5:50

July 5, 2011

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

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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 (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.

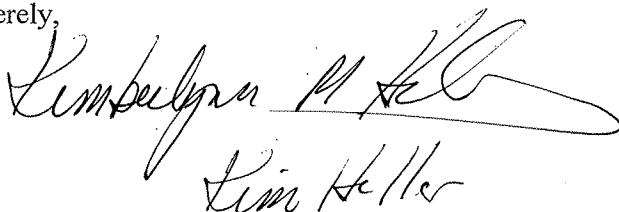
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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,



Lim Heller

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

July 10, 2011

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

Dear City Auditor Griffin-Valade:

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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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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 is 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:

Janie Cohen

Printed Name:

Janie Cohen

Address:

1702 SE 57th Ave Portland, OR 97215

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

Dear City Auditor Griffin-Valade:

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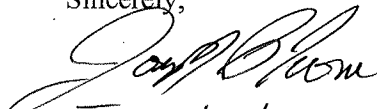
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Sincerely,


Joseph Leone

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

AUDITOR 07/26/11 PM 5:50

July 10, 2011

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

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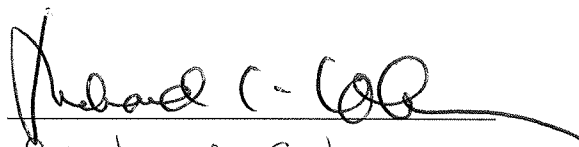
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Thank you for your careful consideration of this aspect of the 50s Bikeways Project.

Sincerely,

Signature:



Printed Name:

Richard Cohen

Address:

1702 SE 57th Ave Portland, OR 97215

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

AUDITOR 07/26/11 PM 5:50

July 2, 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:

Thanh Thuy Vominh

Address:

1641 SE 51st PDX, OR 97215

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

AUDITOR 07/26/11 PM 5:50

July ____, 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.

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 is 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: 

Printed Name: Mac Prior

Address: 2222 SE 59th Ave. 97215
Portland, OR

AUDITOR 07/26/11 PM 5:51

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

7-7, 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.

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 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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, *George H. Demmon*
 GEORGE H. DEMMON

2227 SE 51 ST

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

AUDITOR 07/26/11 PM 5:51

12 July, 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.

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 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,



Penny L Ross

1906 SE 51st Ave

Portland 97215

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

AUDITOR 07/26/11 PM 5:50

July 8, 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 hundreds 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 in 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's Rich Newlands has stated that most of the diverted traffic would likely end up on SE 51st, which would have a direct negative impact on me and my neighbors. I've lived on SE 51st for 19 years, and did not expect the quiet nature, safety and livability of the street to change due to actions by the city.

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 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. 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 closer dialogue with affected neighbors which strike a more reasonable 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 bicyclists, neighbors, the City of Portland and all of us.

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

Sincerely,



Laurie Livingstone
2341 SE 51st Avenue
Portland, OR 97215

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

AUDITOR 07/26/11 PM 5:50

July 8, 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 hundreds 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 in 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's Rich Newlands has stated that most of the diverted traffic would likely end up on SE 51st, which would have a direct negative impact on me and my neighbors. I've lived on SE 51st for 19 years, and did not expect the quiet nature, safety and livability of the street to change due to actions by the city.

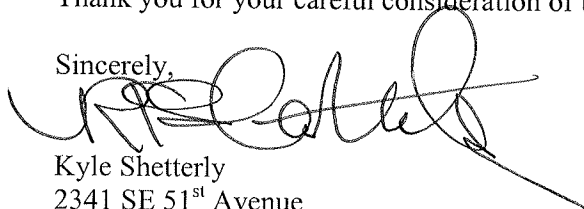
PBOT is suggesting a "testing" period for the diversion. I strongly object to such a test. PBOT's standards for what is an "acceptable" increase of traffic on adjacent streets are inappropriate for these narrow residential streets. Mr. Newlands has stated that an acceptable level of increased traffic 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 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. 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 closer dialogue with affected neighbors which strike a more reasonable 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 bicyclists, neighbors, the City of Portland and all of us.

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

Sincerely,



Kyle Shetterly
2341 SE 51st Avenue
Portland, OR 97215

AUDITOR 07/26/11 PM 5:50

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

July 14, 2011

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

Dear City Auditor Griffin-Valade:

We are writing in regard to the 50s Bikeways Project, which will soon be coming before the City Council for approval. We have lived at our current address at SE 54th and Lincoln since 1982. We are 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 us and many of our neighbors: the proposed diversion at SE 52nd and Division. The Portland Bureau of Transportation (PBOT) is recommending that all northbound vehicle traffic on SE 52nd (except buses and bicycles) be prohibited from continuing north on SE 52nd at SE Division.

We strongly oppose a diversion at SE 52nd and SE Division. This option (referred to by PBOT as “Option C”) is a drastic one 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.

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 finding other solutions for this two-block stretch.

The diverter will reduce car traffic on SE 52nd, but it has great potential to increase traffic on adjacent streets. Our narrow residential streets have already experienced a significant increase in “cut through” traffic as drivers use 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 we believe that a diverter at 52nd will greatly exacerbate this problem and end up diverting a large share of the traffic from 52nd onto the narrow 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 it has settled on a proposal which 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. We 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 streets, 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

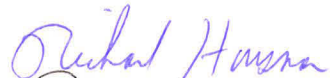

“mitigate” the impact with devices such as speed bumps, stop signs and additional diverters rather than remove the diverter at 52nd. We do not believe the mitigation tools would be effective. Additional measures will cost even more money and would not be necessary if the diverter was not put in at 52nd in the first place.

We 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. These alternatives should be explored and tested instead of the high-impact “Option C”. Another 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. Yet 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors of the Bikeway.

We strongly urge you to vote against the diversion of northbound car traffic at 52nd and Division and direct PBOT to pursue lower impact alternatives in closer dialogue with affected. 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,

Richard and Rosa Housman
5440 SE Lincoln Street
Portland, OR 97215-3938

3 6 8 8 2

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

Re: 50s Bikeway – Proposed Traffic Diversion at SE 52nd and Division AUDITOR 07/26/11 PM 5:46

Dear City Auditor Griffin-Valade:

We are writing in regard to the 50s Bikeways Project, which will soon be coming before the City Council for approval. We support the idea of a north-south bikeway but **oppose the proposal to divert all northbound traffic off of SE 52nd between Division and Sherman.**

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. A diverter at 52nd will 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, yet has settled on a proposal which merely shifts the problem to narrower adjacent streets. This does not make sense.

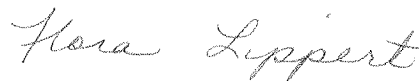
This diversion is a drastic option and will create more problems than it solves. More reasonable and balanced solutions which would accommodate the Bikeway without adversely impacting the neighborhood include: the use of turn signals and pinch points, which PBOT has already identified as possible options; enhancing intersections at SE 50th and SE 60th and Division to improve traffic flow through these desired alternatives; removing east side parking in this two block stretch in order to accommodate a bike lane (just like PBOT is recommending South of Division); making a 4-way stop at 52nd and Lincoln; and leaving the two-block stretch as-is and monitoring its use as a Bikeway.

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 don't believe for a minute that they would install the diverter, monitor it, and then remove it if the neighborhood impact is too great. Try the less drastic measures first!

We 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 closer dialogue with affected neighbors.

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

Sincerely,



Gary and Flora Lippert
2352 SE 54th Ave.
Portland, OR 97215

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

AUDITOR 07/26/11 PM 5:48

36882

July 7, 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.

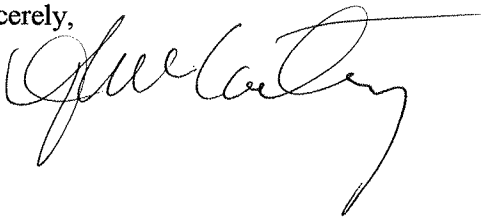
PBOT is suggesting a “testing” period for the diversion. I strongly object to such a test. PBOT’s standards for what is an “acceptable” increase of traffic on adjacent streets are inappropriate for these narrow residential streets. Mr. Newlands has stated that an acceptable level of increased traffic 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 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,



36882

Parsons, Susan

From: Allen Field [allen_field@yahoo.com]
Sent: Friday, August 12, 2011 1:45 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah; Newlands, Rich; Jeff Cropp
Subject: Richmond N.A. letter of support re NE/SE 50's Bikeway project
Attachments: 50s Bikeway project.pdf

Dear Mayor Adams, Commissioners and Council Clerk: Please find enclosed a letter of support from the Richmond Neighborhood Association regarding the NE/SE 50's Bikeway project.

Very truly your,
Allen Field
Co-Chair Richmond Neighborhood Association

8/12/2011

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

June 27, 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.


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 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,

 2230 SE 51st Ave.

August 15, 2011

Honorable Sam Adams & Members of Portland City Council
City of Portland
1221 SW 4th Avenue
Portland, Oregon 97204

RE: Letter of Support for 50s Bikeway Project

Dear Mayor Adams and members of City Council:

My name is Chris Yake and I live on SE Steele St just east of 52nd Ave in the Woodstock Neighborhood. **As a homeowner, driver, cyclist, pedestrian, father of three small children and member of the Citizens Advisory Committee, I want to convey my family's¹ enthusiastic support for the 50's Bikeway Project.** In fact, we purchased our home partly because we knew that the project had received Metro funding and would help make SE 52nd Ave a more livable street and less of a barrier separating the east side of the neighborhood from the school, shopping, and restaurants along and near Woodstock Blvd. I would also like to commend PBOT's project team of Sarah Figliozzi, Rich Newlands and Jennifer Tower for their hard work and diligence in producing a strong alternative given the limited project funds. Since I endorse all facets of the project north of Powell Blvd, my support is based on three key conditions for the southern segment:

1. **Minimum of 6' bike lanes on 52nd Ave between Woodstock Blvd and Foster Blvd:** Since 52nd is an emergency route, the project team struggled to come up with additional enhancements for the southern end of the corridor's alignment. Additionally, limited project funds forced the planned improvements for the neighborhood route to the east to be deferred indefinitely. In the interest of both cyclist comfort and corridor equity, it is imperative that 52nd be treated with a minimum of 6' bike lanes as proposed since this is the last remaining enhancement for this segment. As demonstrated by multiple PBOT on-street parking counts, the removal of parking on the eastside of the street will impact a minimal number of residents (on-street utilization averages less than 20% and was 0% for many blocks).
2. **Speed enforcement and future traffic calming along 52 Ave:** Between 10,000 and 15,000 vehicles, many of them nonresidents from Clackamas County, travel on this stretch of 52nd Ave. According to PBOT data, no less than *85 percent of these cars are speeding*. This is untenable for a major bikeway, not to mention a street that includes a school zone. Since 52nd is the only direct signalized route between 39th (which one would never bike on anyways) and 72nd, there is no reasonable north-south alternative for cyclists. For the safety of all road users, speed enforcement must be increased along this corridor. Furthermore, for speeds to be consistently controlled, physical traffic calming devices (e.g. curb extensions, speed bumps with gaps for emergency vehicles, bike boxes) must continue to be explored and introduced along the corridor.
3. **Neighborhood route south of Powell added to the near-term queue of Bike Boulevard/Neighborhood Greenway projects:** Not all cyclists will want to use 52nd Ave even with the proposed improvements. Rather than be indefinitely deferred, the neighborhood route primarily on SE 57th and 58th Ave, now that it has been planned and vetted via the public process, should be funded as a near-term project as illustrated in PBOT's current Neighborhood Greenways map.

I served on the project's Citizens Advisory Committee largely because **Woodstock has been leapfrogged in terms of public attention and investment**. Whereas Sellwood and other closer-in SE neighborhoods have witnessed significant investments in bikeways and green streets and Foster-Powell/East Portland neighborhoods are in urban renewal areas or receiving considerable attention in the name of equity, Woodstock has been overlooked despite its near-term land use/transportation potential and infrastructure needs (e.g. 8% of its roads are unimproved, 4 times the City average). Located 5 miles from downtown, the neighborhood is at the tipping point for "Interested but Concerned" riders. Riding one's bike is actually faster than taking the bus and is time-competitive with driving depending on traffic. In terms of reaching the City's bicycling mode split goal, we are low hanging fruit that the 50s Bikeway project will help capture. I hope that this will be the start of renewed interest in Portland's great in-between neighborhoods.

Respectfully,

Christopher Yake
5223 SE Steele St
Portland, OR 97206
pdxake@gmail.com

¹ My wife and I, a 6-year old that must cross 52nd Ave to walk and cycle to Woodstock Elementary School, a 4-year old learning to ride and a 10-month old baby.

Moore-Love, Karla

36882

From: Chase Ballew [nscale7@aol.com]
Sent: Monday, August 15, 2011 11:06 AM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah; Stoll, Alison; sandral@cnncoalition.org
Subject: 50's Bikeway Project - letter of support
Attachments: CNN_Letter_of_Support.pdf

Dear Mayor and Commissioners,
Attached is a letter from the Central Northeast Neighbors district coalition written in support of the 50's Bikeway Project, which is scheduled to go before city council on September 1st.

-Chase Ballew
Central Northeast Neighbors, Inc.
Land Use, Transportation, Open-space & Parks (LUTOP) intern

8/15/2011

CENTRAL NORTHEAST NEIGHBORS, INC.

4415 NE 87th Ave • Portland, OR 97220-4901
503-823-3156

36882

August 11, 2011

Dear Mayor and Commissioners,

This letter is to formally express the support of Central Northeast Neighbors coalition for the City of Portland Bureau of Transportation's 50's Bikeway Project, a proposed 4.5 mile north-south bike route from NE Thompson Street and 57th Avenue south to SE Woodstock Boulevard and 52nd Avenue, approximately one mile of which is within CNN territory.

Central Northeast Neighbors was involved in the design of this project, both through a representative of Central Northeast Neighbors who was part of the project's citizen advisory committee, and through multiple meetings between project staff and CNN staff and committees. During our involvement project staff readily accepted citizen and stakeholder input, making multiple changes to the proposed bikeway in response, and while it was not possible for every suggestion to be incorporated into the project, we are satisfied with both the process and final result.

Project staff have listened to and carefully balanced the needs of residents, cyclists, motorists, and the city as a whole, and while the final result being submitted to the City Council for approval may not be perfect, we believe it to be a reasonable compromise given the limited resources available. Central Northeast Neighbors therefore encourages the Council to approve this project as presented.

Respectfully,



Alison Stoll, Executive Director
Central Northeast Neighbors, Inc.

www.cnncoalition.org

36882

Parsons, Susan

From: Zach Michaud [zamicha@yahoo.com]
Sent: Thursday, August 04, 2011 1:26 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah
Subject: 50s Bikeway Project Letter of Support
Attachments: 50sBikeway.pdf

Greetings Portland City Commisioners,

Please see the attached letter of support for the 50s Bikeway Project from the North Tabor Neighborhood.

Thank you,
Zach Michaud
North Tabor Neighborhood Association, Chair
chair@northtabor.org

8/8/2011

June 8, 2011

36882

Dear Members of the Portland City Council:

The North Tabor Neighborhood Association ("NTNA") Board has had several opportunities to meet with City staff Rich Newlands and Sarah Figliozi to discuss specific proposals for the 50's Bikeway Project. The Board greatly appreciates the opportunity to actively participate in the project's development.

The NTNA Board always has, and will continue to, support this Project since the initial presentation to the neighborhood in November, 2010. The Board supports the entire Project, including elements within our neighborhood, for the following reasons:

-
- A safer biking connection between our neighborhood and points north and south due to a complete and continuous set of world-class bike facility improvements,
 - A safer pedestrian environment along the corridor and particularly within our neighborhood as a result of signalized crossings, curb extensions, and lane narrowing,
 - The City's thoughtful design solutions in response to local concerns, and
 - An overall reduction of cut-through auto traffic on local residential streets.

Specifically, the Board appreciates the City's thoughtful attention to resolve cut-through auto traffic on avenues between Burnside and Glisan. A special meeting with NTNA residents on traffic diversion on May 17, 2011 was well attended and exhibited neighbors' concerns regarding traffic on local avenues and a strong desire to see diversion implemented. However, we understand concerns continue to exist at this point in the project's development that the proposed traffic diversion may not be enough or may simply shift the traffic from one residential street to other residential streets. The Board appreciates Ms. Figliozi's promise to review stop signs on these parallel local avenues to better facilitate east/west bike movements on the NE Everett bike boulevard and discourage shifting cut-through traffic to those intersecting avenues. The Board also supports and appreciates the City's proposal to conduct traffic counts about three months after project implementation and ensure sufficient funds are set aside to implement additional traffic calming/diversion, if significant increases in traffic materialize on these parallel avenues.

The Board is encouraged by the City's inclusiveness on this Project and the steps taken to address our few concerns. The NTNA Board strongly supports the 50's Bikeway Project in its entirety and we look forward to our continued involvement during its implementation.

Sincerely,

Zachary Michaud
Chair, NTNA

Parsons, Susan

From: Jonathan Gordon [jonathan@kinobe.com]
Sent: Thursday, August 04, 2011 11:22 AM
To: Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla; Adams, Sam; Figliozi, Sarah; mshaver1@yahoo.com
Subject: I support the 50s Bikeway Project! And I hope you do, too!

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.

Thanks for listening!

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

Parsons, Susan

From: Heidi Rahn [heidirahn@uwalumni.com]
Sent: Thursday, August 04, 2011 10:14 AM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: 50's Bikeway Project

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

8/8/2011

VIA HAND DELIVERY

TO: Mayor Adams
Commissioner Fritz
Commissioner Fish
Commissioner Saltzman
Commissioner Leonard
City Auditor Griffin-Valade

AUDITOR 07/26/11 PM 4:16

FROM: Residents Concerned About the Proposed Traffic Diversion at SE 52nd Avenue
and SE Division

DATE: July 26, 2011

RE: Opposition to Proposed Traffic Diversion at SE 52nd Avenue
and SE Division

Enclosed please find:

- A Petition signed by 199 neighbors of the 50s Bikeway project who oppose the implementation or testing of the proposal to divert all northbound car traffic at Southeast 52nd Avenue and Division; and
- 62 personal letters addressed to each of you signed by neighbors who oppose the implementation or testing of the proposal to divert all northbound car traffic at Southeast 52nd Avenue and Division

Sincerely,

Julie Rhodes
julier@ampluscorp.com

and

Amy Larson
Alarson@pfglaw.com

**NE/SE 50s Bikeway Project
SE 52nd Division to Lincoln Traffic Calming**

PETITION BY CONCERNED NEIGHBORS

This Petition is presented by residents who are concerned about the proposal to restrict or prohibit vehicle traffic from proceeding NORTH on Southeast 52nd Avenue at Division. All or most of the undersigned petitioners live on SE 51st, SE 53rd and 54th Avenues North of Division.

In general, most of us support the addition of a bikeway on NE/SE 52nd Avenue. We have a variety of opinions on specific aspects of the proposed bikeway; however, we are united in one common objection.

We are adamantly opposed to any plan which restricts or prohibits vehicle traffic from proceeding NORTH on Southeast 52nd Avenue at Division. We are specifically opposed to Alternatives C & D described in the NE/SE 50s Bikeway Project, SE 52nd: Division to Lincoln Traffic Calming slides ("Materials") presented at the neighborhood meeting on May 5, 2011 which would regulate NB traffic at Division or implement a semi diverter/NB at Division + bus couplet.

51st, 53rd and 54th are narrow residential streets. With a 12' single travel lane / 28' curb to curb, they are unsuited to heavy car traffic. 52nd, with much wider 10' double travel lane / 36' curb to curb dimensions, is much better suited to retain the traffic levels it currently sustains. Our residential streets have already experienced a significant increase in "cut through" traffic as traffic on Division has increased in recent years. Drivers increasingly cut through on 51st, 53rd and even 54th to avoid the congestion on Division, resulting in the degraded safety, integrity and peacefulness of our neighborhoods. We are concerned that any change which restricts or prohibits NB traffic at 52nd, including Alternatives C & D, will greatly exacerbate this problem.

We view any plan which restricts or prohibits vehicle traffic from proceeding northbound on 52nd at Division as intolerable.

We understand there are a number of alternative proposals under consideration, including Alternatives A & B under the Materials, which would retain NB vehicle traffic on 52nd but include modifications to improve safety for the bikeway on 52nd. Many of us generally support the City's efforts in developing these alternatives further.

We ask that any future efforts with respect to a bikeway on 52nd focus exclusively on proposals which allow for the co-existence of the bikeway and vehicle traffic on 52nd without restriction or prohibition to NB traffic at 52nd.

SUBMITTED _____, 2011 by the undersigned concerned residents, all of whom represent on his or her own behalf that he or she is a competent adult and the information set forth next to his or her signature is true in all material respects.

See _____ signature pages attached hereto and incorporated herein

Not for Distribution. Please Do not Share Individual's information.

Signatures to Petition of Concerned Neighbors - NE/SE 50s Bikeway: Division to Lincoln

CONFIDENTIAL

	Name (Please Print)	Address	Phone # (503) unless otherwise noted	Email Address (Optional)	Signature
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					

Confidentiality requested. 42 pages of petition submitted.
Clerk copy destroyed.
Council Clerk

36882

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

AUDITOR 07/26/11 PM 5:46

7.7, 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.

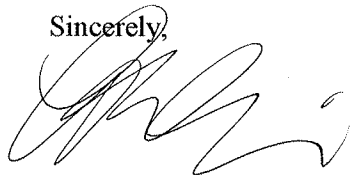
PBOT is suggesting a “testing” period for the diversion. I strongly object to such a test. PBOT’s standards for what is an “acceptable” increase of traffic on adjacent streets are inappropriate for these narrow residential streets. Mr. Newlands has stated that an acceptable level of increased traffic 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 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,



June 11, 2011

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

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

What would these measures be on adjacent streets?

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

What would these additional measures do?

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

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

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

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

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

Thank you,
Michael Shaver

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

36882

AUDITOR 07/26/11 PM 5:48

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 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.

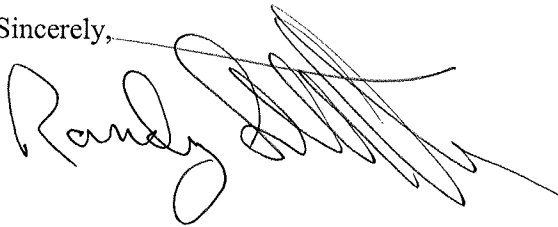
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I strongly support alternative measures in lieu of diverting northbound traffic on SE 52nd. PBOT has identified at least two alternatives that would have far less potential negative impact on adjacent streets. "Option A" would enhance intersections 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. All of these options would increase safety for bicyclists without adversely affecting such a large number of neighbors.

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 closer dialogue with affected neighbors which strike a more reasonable 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,



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

AUDITOR 07/26/11 PM 5:48

July 4, 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.

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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 (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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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 closer dialogue with affected neighbors which strike a more reasonable 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,

X *Sandra Walker*

August 2, 2011

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.

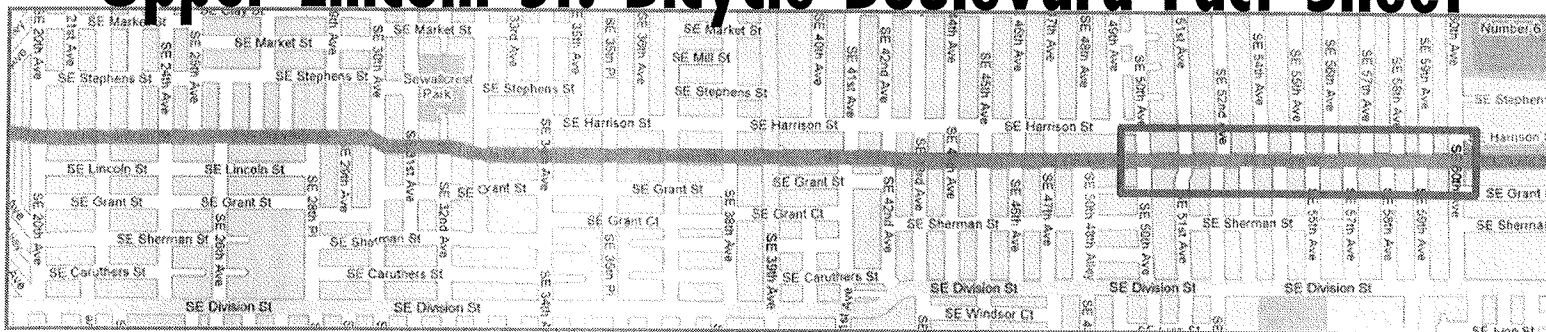
Sincerely,

Tobias Hahn

Resident and home owner

on SE 52nd Ave between SE Division and SE Lincoln St.

Upper Lincoln St. Bicycle Boulevard Fact Sheet



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

A Neighborhood Street

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

Get Involved

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

Petition:

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

Group Discussion:

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

Contact: Mike Shaver - mshaver1@yahoo.com

What is a “Bicycle Boulevard”

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

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

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

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

High Vehicle Speeds on Lincoln

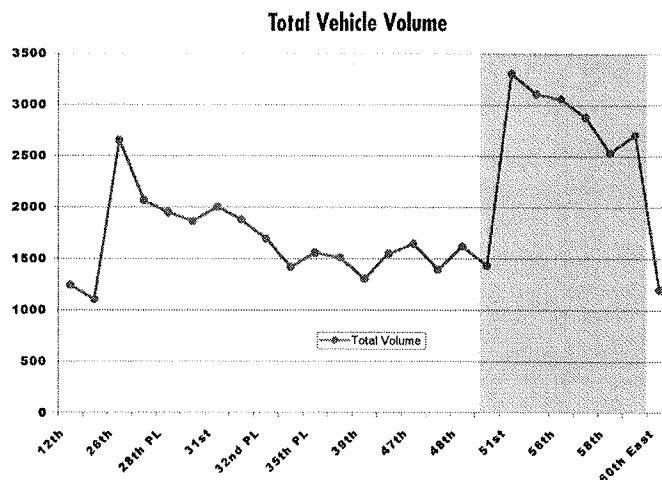
PDOT has run numerous speed tests along this section of Lincoln St. and have concluded that there is in fact a speed problem. Although PDOT has ignored attempts to obtain their speed test data, they have assured us that speeds “greatly exceed the posted limit of 25 mph” for the entire street. High speeds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

Dangerous Intersections on Lincoln

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

High Vehicle Volume and Through Traffic

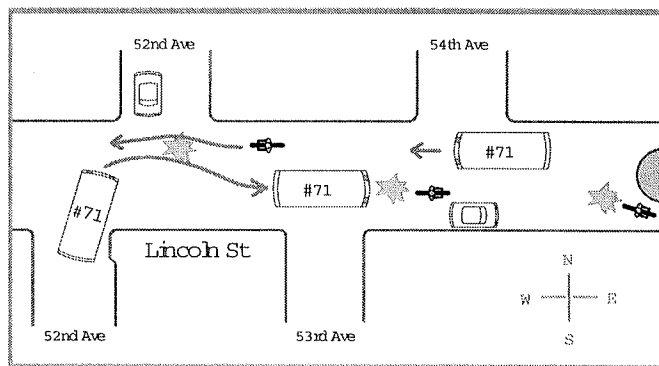
The volume of vehicles traveling on a neighborhood street in Portland can vary greatly. Lincoln St. between 50th and 60th is currently oriented in a way that encourages through traffic from Division. According to Roger Geller, the PDOT bike coordinator, volume levels for Bicycle Boulevards should be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



Buses on a Bicycle Boulevard

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

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



Safe Routes to School

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

36882

Parsons, Susan

From: Parsons, Susan on behalf of Moore-Love, Karla
Sent: Tuesday, August 02, 2011 9:41 AM
To: Figliozi, Sarah
Subject: FW: In Support of the 50's Bikeway Project - Especially the proposed traffic diverters at SE 52nd and Division, and SE Lincoln
Importance: High

Sue Parsons

Assistant Council Clerk

City of Portland

503.823.4085

please note new email address:

Susan.Parsons@portlandoregon.gov

From: Lisa Gorlin [mailto:lianagan@hotmail.com]
Sent: Monday, August 01, 2011 1:13 PM
To: Mayor Sam Adams; Commissioner Fritz; Leonard, Randy; Commissioner Fish; Commissioner Saltzman
Subject: In Support of the 50's Bikeway Project - Especially the proposed traffic diverters at SE 52nd and Division, and SE Lincoln
Importance: High

Lisa Gorlin
 6336 NE Pacific Street
 Portland, OR 97213

August, 1, 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 off-set 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.

8/2/2011

36882

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 diverters at SE 52nd and Lincoln and SE 52nd and Division, 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.

I use the 50's Bikeway corridor often as I live in the North Tabor neighborhood and bike to all of my errands around the city. My bike trip to the 50's Bikeway Project's recent open house on Woodstock Blvd. was a case in point; I experienced a high volume of speeding traffic on SE 52nd between Division St. and Powell Blvd. This traffic had a complete disregard for my slower "vehicle" and buzzed by dangerously close, well within 3 ft. The solution to this safety issue is effective traffic calming which can be achieved by implementing the diverter at SE 52nd and Division. I am confident that once put into effect, local residents will see an immediate benefit to the neighborhood. We need to give this a try before someone gets hurt or killed, not after!

Sincerely,

Lisa Gorlin

36882

Parsons, Susan

From: Dolan Halbrook [dolan.halbrook@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: Figliozi, Sarah; mshaver1@yahoo.com
Subject: 50s bikeway

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

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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

Parsons, Susan

From: Rebecca Casanova [rebeccaxcasanova@gmail.com]
Sent: Wednesday, August 03, 2011 11:04 PM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; mshaver1@yahoo.com
Subject: Please Support the 50s Bikeway Project and the Division/SE 52nd Avenue Diverter!

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.

8/8/2011

Sincerely,

36882

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

8/8/2011

Moore-Love, Karla

36882

From: Chris Yake [pdxake@gmail.com]
Sent: Tuesday, August 16, 2011 9:30 PM
To: Moore-Love, Karla
Cc: Figliozi, Sarah
Subject: Fwd: Please Support the 50's Bikeway Project on Sept 1st
Attachments: 50s Bikeway Letter of Support Christopher Yake.pdf

Hi Karla,

Can you please add my letter to the official hearing records for the Sept 1st City Council meeting?

Thanks!

Chris Yake

Dear Mayor Adams and members of City Council:

My name is Chris Yake and I live on SE Steele St just east of 52nd Ave in the Woodstock Neighborhood. **As a homeowner, driver, cyclist, pedestrian, father of three small children and member of the Citizens Advisory Committee, I want to convey my family's[i] enthusiastic support for the 50's Bikeway Project.** In fact, we purchased our home partly because we knew that the project had received Metro funding and would help make SE 52nd Ave a more livable street and less of a barrier separating the east side of the neighborhood from the school, shopping, and restaurants along and near Woodstock Blvd. I would also like to commend PBOT's project team of Sarah Figliozi, Rich Newlands and Jennifer Tower for their hard work and diligence in producing a strong alternative given the limited project funds. Since I endorse all facets of the project north of Powell Blvd, my support is based on three key conditions for the southern segment:

1. ***Minimum of 6' bike lanes on 52nd Ave between Woodstock Blvd and Foster Blvd:*** Since 52nd is an emergency route, the project team struggled to come up with additional enhancements for the southern end of the corridor's alignment. Additionally, limited project funds forced the planned improvements for the neighborhood route to the east to be deferred indefinitely. In the interest of both cyclist comfort and corridor equity, it is imperative that 52nd be treated with a minimum of 6' bike lanes as proposed since this is the last remaining enhancement for this segment. As demonstrated by multiple PBOT on-street parking counts, the removal of parking on the eastside of the street will impact a minimal number of residents (on-street utilization averages less than 20% and was 0% for many blocks).
2. ***Speed enforcement and future traffic calming along 52 Ave:*** Between 10,000 and 15,000 vehicles, many of them nonresidents from Clackamas County, travel on this stretch of 52nd Ave. According to PBOT data, no less than *85 percent of these cars are speeding*. This is untenable for a major bikeway, not to mention a street that includes a school zone. Since 52nd is the only direct signalized route between 39th (which one would never bike on anyways) and 72nd, there is no reasonable north-south alternative for cyclists. For the safety of all road users, speed enforcement must be increased along this corridor. Furthermore, for speeds to be consistently controlled, physical traffic calming devices (e.g. curb extensions, speed bumps with gaps for emergency vehicles, bike boxes) must continue to be explored and introduced along the corridor.

8/17/2011

3. *Neighborhood route south of Powell added to the near-term queue of Bike Boulevard/Neighborhood Greenway projects:* Not all cyclists will want to use 52nd Ave even with the proposed improvements. Rather than be indefinitely deferred, the neighborhood route primarily on SE 57th and 58th Ave, now that it has been planned and vetted via the public process, should be funded as a near-term project as illustrated in PBOT's current Neighborhood Greenways map.

I served on the project's Citizens Advisory Committee largely because **Woodstock has been leapfrogged in terms of public attention and investment.** Whereas Sellwood and other closer-in SE neighborhoods have witnessed significant investments in bikeways and green streets and Foster-Powell/East Portland neighborhoods are in urban renewal areas or receiving considerable attention in the name of equity, Woodstock has been overlooked despite its near-term land use/transportation potential and infrastructure needs (e.g. 8% of its roads are unimproved, 4 times the City average). Located 5 miles from downtown, the neighborhood is at the tipping point for "Interested but Concerned" riders. Riding one's bike is actually faster than taking the bus and is time-competitive with driving depending on traffic. In terms of reaching the City's bicycling mode split goal, we are low hanging fruit that the 50s Bikeway project will help capture. I hope that this will be the start of renewed interest in Portland's great in-between neighborhoods.

Respectfully,

Christopher Yake
5223 SE Steele St
Portland, OR 97206
pdxake@gmail.com

[i] My wife and I, a 6-year old that must cross 52nd Ave to walk and cycle to Woodstock Elementary School, a 4-year old learning to ride and a 10-month old baby.

Parsons, Susan**36882**

From: lafoecampbell@comcast.net
Sent: Tuesday, August 02, 2011 6:33 PM
To: Parsons, Susan; Hermansky, Milena
Subject: Support of the 50s bikeway project and diverter at SE 50th and Division
Attachments: MayorCommissionerLetter_080211.doc



August 2, 2011

Dear Mayor Adams and Portland City Council Commissioners,

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

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

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

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

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

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

We are architects and planners and understand the importance of the public process.

8/3/2011

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

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

Sincerely,

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

36882

Parsons, Susan

From: Spencer Boomhower [sboomhower@gmail.com]
Sent: Thursday, August 04, 2011 3:02 AM
To: Parsons, Susan
Subject: Fwd: I support the 50s Bikeway Project and Division diverter

Hello,

I received an out-of-office reply to the following email from Karla Moore-Love. The reply directed me to your address, so I thought I'd forward this to you just in case you need to see it, perhaps to enter it into the record.

Thanks!

-Spencer

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

From: **Spencer Boomhower** <sboomhower@gmail.com>
Date: Thu, Aug 4, 2011 at 2:58 AM
Subject: I support the 50s Bikeway Project and Division diverter
To: Nick@portlandoregon.gov, amanda@portlandoregon.gov, randy@portlandoregon.gov,
dan@portlandoregon.gov, Karla.Moore-Love@portlandoregon.gov,
samadams@portlandoregon.gov
Cc: sarah.figlioizzi@portlandoregon.gov, mshaver1@yahoo.com

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

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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_YgNIWL0ah0bs8QxVFhQ&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!

Sincerely,

Spencer Boomhower
1324 SE 52nd Ave
Portland OR 97215

36882

Parsons, Susan

From: Chris Rall [christopherjrall@gmail.com]
Sent: Tuesday, August 02, 2011 10:16 PM
To: Adams, Sam
Cc: Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla; Michael Shaver; Figliozi, Sarah
Subject: Support for 50s Bikeway

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.

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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

Parsons, Susan

36882

From: Tobias Hahn [tobias.hahn@comcast.net]
Sent: Tuesday, August 02, 2011 10:53 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; Michael Shaver
Subject: 50s bikeway
Attachments: 50sBikeway-Tobias Hahn.pdf

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,

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

36882

36882

Parsons, Susan

From: Laura Belson [lauratov@gmail.com]
Sent: Tuesday, August 02, 2011 11:00 PM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozzi, Sarah; Michael Shaver
Subject: Support 50s bikeway INCLUDING SE 52nd diverter

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 disproportionally 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 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 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.**

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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.

Thank you sincerely,

Laura Belson

5224 SE Lincoln St.

36882

Parsons, Susan

From: Michael Shaver [mshaver1@yahoo.com]
Sent: Tuesday, August 02, 2011 11:18 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah
Subject: 50s Bikeway Support, including diversion at 52nd and Division
Attachments: lincoln_st_fact_sheet.pdf; ProposedSolutionfor52ndAve.pdf

Dear Mayor Adams and Portland City Council Commissioners,

I am writing this letter to express my strong support for the 50s Bikeway project and especially the proposed testing of the diverter at 52nd and Division. When we bought our house at 5316 SE Lincoln St, we were surprised by the volume and speed of vehicles on this stretch of Lincoln. The research I had done on this street clearly showed it designated a "local access street" and a bicycle boulevard. Seeing the traffic calming on the Lincoln/Harrison Bicycle Boulevard below 50th and the lower volumes and speeds there, it was clear that something had to be done to further calm the traffic on this section of Lincoln between SE 50th and SE 60th and make this a true "family friendly" bicycle boulevard.

The benefit to the 50s Bikeway and the diverter at 52nd and Division extend much beyond the 2 blocks between Division and Lincoln.

1. Decreased cut-through traffic and volumes on 52nd and Lincoln.

With volumes between 2,500-3,500 vehicles a day, 52nd and Lincoln clearly are being used for non-local trips by people cutting through to the larger neighborhood collectors. The 50s Bikeway staff clearly showed this with actual data. The installation of the diverter at 52nd and Division would be one way to reduce this volume of cut-through traffic and make these bicycle boulevards feel less congested. I can't see how the city can allow a residential street, let alone a bicycle boulevard to be in the 2,500-3,500 volume range and speeds approaching 30mph. That is certainly not a family friendly environment.

2. Dangerous intersection at 52nd and Lincoln.

The intersection at 52nd and Lincoln is very unsafe and has been reported by many cyclists as a danger spot. Because of the off-set intersection and high speeds of vehicles traveling down the hill on Lincoln, this spot is ripe for a fatal accident. I have personally seen many close calls here. The diverter would help this by reducing the volume at this spot.

3. Use of Lincoln St as a Safe Routes to School for Atkinson.

I personally use Lincoln every time I take my kids to school and have to be particularly vigilant with commuters speeding past them. Someday I would really like to allow my kids to actually bike on the bicycle boulevard, but the street is just too busy to allow this now. The diverter at 52nd and Division would help reduce some of this cut-through traffic volume and hopefully additional calming would further make these streets feel like other bicycle boulevards in the city. Because of the well implemented pedestrian crossing at Division and SE 55th, the very small amount of additional traffic on Division heading East would not cause issues when crossing to Atkinson.

I feel the public process leading up to the recommended solution has been fair and completely transparent. Project staff have attended the Mt Tabor Neighborhood Association (MTNA)

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meeting on a regular basis for the last year. Project staff even agreed to hold another informational meeting just about the diverter for all the neighbors who missed the first meeting. There has even been additional mitigation strategies suggested for adjacent streets. I've attached a proposed solution that I presented at the MTNA meeting, which was voted on with 2 other proposals. This proposal recommended installing additional mitigation at the time of testing on adjacent streets and received a large majority of votes at the MTNA meeting.

The concept of the bicycle boulevard in Portland has been amazing. The city is truly leading the way in providing safe and comfortable routes for cyclist to get around. Unfortunately, there are some places in the existing network or new network where additional measures must be taken to meet the ultimate goals of a boulevard. Where the city has already taken action to reduce, divert, and calm traffic, our boulevards are great. The diverter at 52nd and Division will be a great benefit to the 50s Bikeway and to the existing Lincoln St. Bicycle Boulevard as well.

Thanks for your time,
Mike Shaver

Michael Shaver
5316 SE Lincoln St, Portland, OR 97215
360.798.7719 | mshaver1@yahoo.com
<http://www.michaelshaver.com>

36882

FW to
Rich
Newcomb
8-1
sp**Parsons, Susan****From:** Lisa Gorlin [lianagan@hotmail.com]**Sent:** Monday, August 01, 2011 1:26 PM**To:** Parsons, Susan**Subject:** FW: In Support of the 50's Bikeway Project - Especially the proposed traffic diverters at SE 52nd and Division, and SE Lincoln

Dear Ms. Parsons,

Please enter this testimony for the record in support of the 50's Bikeway Project.

Thank you.

Sincerely,

Lisa Gorlin

From: lianagan@hotmail.com**To:** sam@portlandoregon.gov; amanda@portlandoregon.gov; randy@portlandoregon.gov;
nick@portlandoregon.gov; dan@portlandoregon.gov**Subject:** In Support of the 50's Bikeway Project - Especially the proposed traffic diverters at SE 52nd and Division, and SE Lincoln**Date:** Mon, 1 Aug 2011 13:12:55 -0700Lisa Gorlin
6336 NE Pacific Street
Portland, OR 97213

August, 1, 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 off-set 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

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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 diverters at SE 52nd and Lincoln and SE 52nd and Division, 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.

I use the 50's Bikeway corridor often as I live in the North Tabor neighborhood and bike to all of my errands around the city. My bike trip to the 50's Bikeway Project's recent open house on Woodstock Blvd. was a case in point; I experienced a high volume of speeding traffic on SE 52nd between Division St. and Powell Blvd. This traffic had a complete disregard for my slower "vehicle" and buzzed by dangerously close, well within 3 ft. The solution to this safety issue is effective traffic calming which can be achieved by implementing the diverter at SE 52nd and Division. I am confident that once put into effect, local residents will see an immediate benefit to the neighborhood. We need to give this a try before someone gets hurt or killed, not after!

Sincerely,

Lisa Gorlin