

# Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 10/22/2014 to 10/28/2014

District: All  
Category: All  
Comment Type: Map App  
Staff: All

Comment ID 1435 MapApp ID 1162 Commenter Lora Giles Date Received: 10/22/2014  
Organization: District: Southeast  
Topic(s): Tagged?

**Staff Recommendation:**

**Comment:**

Having lived in Eastmoreland for 44 years, I think the neighborhood should change to R-7 rules.

**Recommendation:**

Comment ID 1449 MapApp ID 1173 Commenter Megan Redfield Date Received: 10/23/2014  
Organization: District:  
Topic(s): Tagged?

**Staff Recommendation:**

**Comment:**

It's hard to tell if this is being addressed or not on the map, but bike and pedestrian safety improvements are desperately needed on Halsey between 82nd and 99th ave. I drive this stretch daily, and there are no sidewalks. I constantly see people, including children, walking alongside Halsey in the street and around parked cars. People standing at bus stops are forced to wait by the side of the road due to the absence of sidewalks. Additionally, the Halsey bike path does not continue west of 99th creating a hazardous situation for bikes crossing the 205 and 84 overpasses. Will the Sullivan's Gulch bike path remedy this issue (at least the bike issue)? Are there any plans to put in sidewalks along this stretch of Halsey? Thank you.

**Recommendation:**

**Comment ID** 1450 **MapApp ID** 1176 **Commenter** Carrie Leonard **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This is a terrible idea. Traffic is already too fast on McLoughlin, and making the road wider will only make the cars faster.

**Recommendation:**

**Comment ID** 1451 **MapApp ID** 1177 **Commenter** Doug Klotz **Date Received:** 10/23/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Like the parcel to the south, this area should keep the R-5 Comp Plan designation. This is a nice neighborhood, but there is no reason that this area and Eastmoreland should return to R-7 Comp Plan designation, when so many other "nice" neighborhoods in the city, with similar large lots, and even older and thus more historic houses, remain comp planned R-5.

To achieve the city's goals, all parts of the city need to contribute to the goals. This is not a neighborhood with deficient infrastructure or hazardous slopes. It can accommodate a little more housing easily.

**Recommendation:**

**Comment ID** 1452 **MapApp ID** 1178 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I don't support this. The streets seem to work well right now for all modes, and is one of the few good North-South bike routes in NW Portland. Don't change what already works.

**Recommendation:**

**Comment ID** 1453 **MapApp ID** 1179 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Please build this, ideally to connect with the bike lanes east of 205. There are very few east-west routes in this area suitable for cyclists.

**Recommendation:**

**Comment ID** 1454 **MapApp ID** 1180 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This is a terrible use of money.

**Recommendation:**

**Comment ID** 1455 **MapApp ID** 1181 **Commenter** Doug Klotz **Date Received:** 10/23/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I fail to see why this change is proposed. "Lack of Connectivity" doesn't make sense, since most of the properties in this parcel front on busy Cesar Chavez, with bus service and auto capacity, and there is a well-used bike route a block away on 41st. Woodstock school is 8 blocks away. Trader Joe's is 5 blocks away, and the Woodstock commercial street is 3 blocks away. So, services are available as well. I'm not sure why this is proposed. This should remain R.2.5 Comp Plan designation.

**Recommendation:**

**Comment ID** 1456 **MapApp ID** 1182 **Commenter** Doug Klotz **Date Received:** 10/23/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

The rationale for this change does not seem to make sense. See comments made about larger parcel adjoining to the west.

**Recommendation:**

**Comment ID** 1457 **MapApp ID** 1183 **Commenter** Doug Klotz **Date Received:** 10/23/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Like the parcel on Chavez between Harold and Reedway (q.v.)the rationale for redesignation does not make sense. There are plenty of services, and connectivity is not that bad, a half block from Chavez. Keep the Comp Plan designation at R 2.5

**Recommendation:**

**Comment ID** 1458 **MapApp ID** 1184 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Downtown is the weakest link in Portland\'s bike infrastructure. There is no Northbound bike route through downtown at all, and east-west routes are severely lacking. Please dedicate some money towards a bike couplet on 2nd/3rd or along the Park Blocks, with separated infrastructure. Traffic volumes downtown are too high for neighborhood greenway style improvements.

**Recommendation:**

**Comment ID** 1459 **MapApp ID** 1185 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I'm not sure what decoupling would achieve. Instead, please consider adding bike lanes on both Everett and Glisan all the way from 23rd to the river.

**Recommendation:**

**Comment ID** 1460 **MapApp ID** 1186 **Commenter** Doug Klotz **Date Received:** 10/23/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Yes, keep the zoning at R-5 as it is now. Also, keep the Comprehensive Plan designation at UC, as it is now (or the equivalent of it, under the new MU designations) There's no need to upzone the properties here. Keep the designations as they are.

**Recommendation:**

**Comment ID** 1461 **MapApp ID** 1187 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I'm not sure that NW Flanders can function as a neighborhood greenway in the same way that the residential streets on the eastside do. Flanders crosses many busy streets at which cyclists will have to stop. Please consider adding bike lanes to Everett and Glisan instead.

**Recommendation:**

**Comment ID** 1462 **MapApp ID** 1188 **Commenter** Doug Klotz **Date Received:** 10/23/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

The R-5 zoning should be kept as it is now. The comp plan designation should also be kept as it is now (UC or the new equivalent). There's no need to change the zoning.

**Recommendation:**

**Comment ID** 1463 **MapApp ID** 1189 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This would be a great link between PSU and the Tilikum Crossing / South Waterfront.

**Recommendation:**

**Comment ID** 1464 **MapApp ID** 1190 **Commenter** Matt Whorton **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Agree with other posters that bike lanes are desperately needed on 17th Ave south of McLoughlin

**Recommendation:**

**Comment ID** 1465 **MapApp ID** 1191 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This would be a huge improvement to the area. NE 7th could provide a continuous route for cyclists all the way from SE Division to NE Alberta. Most of the infrastructure is already built.

**Recommendation:**

**Comment ID** 1466 **MapApp ID** 1192 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Although 122nd already has bike lanes, cycling on the street can feel pretty scary due to the high traffic speeds. Physical separation of bike facilities would greatly improve the street for cyclists.

**Recommendation:**

**Comment ID** 1467 **MapApp ID** 1193 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

The bike lanes on SE 17th need to continue south of McLoughlin. This would complete a continuous bike route from Gladstone to Downtown Portland.

**Recommendation:**



**Comment ID** 1468 **MapApp ID** 1194 **Commenter** Iain MacKenzie **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Burnside has bike lanes all way to the City of Sandy, but they disappear in Portland west of 68th. Extending them to 47th should be done when the street is repaved in 2015. Eventually the bike lanes should go all the way to the Burnside Bridge.

**Recommendation:**

**Comment ID** 1469 **MapApp ID** 1195 **Commenter** Jason Markantes **Date Received:** 10/24/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

With the new light rail running along 17th, people in the Kenilworth and Reed neighborhood will not have very good access to all that tasty public transportation and active transportation if the brooklyn yard overpass remains as is. It is a somewhat insane road even in a car- I can't believe how fast fellow drivers are going over it. And when walking your dog or pushing your stroller along that path on a rainy day, it's nearly terrifying having cars cruising by at 40+mph. On my bike I guess I'd have to drive the road to get to the new bike paths over there.

**Recommendation:**

**Comment ID** 1470 **MapApp ID** 1196 **Commenter** spencer bushnell **Date Received:** 10/24/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

SE portland needs bike connectivity and slower speeds on Holgate. Its currently treated as a Highway w/ speeds in excess of 50 mph during every light cycle. Its unsafe to share the roadway and to ride on the sidewalk. REED and WOODSTOCK need a way to ride to the Holgate station to catch the max.

**Recommendation:**

**Comment ID** 1471 **MapApp ID** 1197 **Commenter** David Hampsten **Date Received:** 10/24/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

No improvements have been made to either the 205 path intersections with Halsey nor Glisan in over 10 years. Both intersections are still horrible!

**Recommendation:**

**Comment ID** 1472 **MapApp ID** 1198 **Commenter** David Hampsten **Date Received:** 10/24/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This project has only been partly completed, from Glisan to Burnside.

**Recommendation:**

**Comment ID** 1473 **MapApp ID** 1199 **Commenter** David Hampsten **Date Received:** 10/24/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This project has only been partly completed, for \$600,000. Part of 97th was rebuilt, Glisan to Davis, and Everett half-street built between 97th & 99th. The status needs changing.

**Recommendation:**

**Comment ID** 1474 **MapApp ID** 1200 **Commenter** David Hampsten **Date Received:** 10/24/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This project was never implemented. There are still no bike lanes along Stark/Washington between Thunderbird/76th and I-205/95th.

**Recommendation:**

**Comment ID** 1475 **MapApp ID** 1201 **Commenter** David Hampsten **Date Received:** 10/24/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

The project implemented was a surface crossing with flashing beacons, for about \$78,000, and not an overhead crossing for a million. Local traffic is already ignoring the beacons, as are the pedestrians. This project is not yet completed, or even started, really.

**Recommendation:**

**Comment ID** 1476 **MapApp ID** 1202 **Commenter** David Hampsten **Date Received:** 10/24/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This project has not yet been started. Many sidewalks along this section of 82nd are still missing sidewalks, and most existing sidewalks do not meet City of Portland arterial standards

for ADA compatibility, let alone design standards. The ROW issues are still unresolved.

**Recommendation:**

**Comment ID** 1477 **MapApp ID** 1203 **Commenter** Robin McIntosh **Date Received:** 10/24/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This area does not need and should not have further commercial or high density development on Caruthers. Richmond Flats stands as an example of why more buildings of its kind do

not belong on Caruthers. All lots currently zoned R-5 should remain so.

**Recommendation:**

**Comment ID** 1478 **MapApp ID** 1204 **Commenter** Jan Kuhl-Urbach **Date Received:** 10/25/2014  
**Organization:** **District:** West  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I note that while our natural drain topography at SW 19th south of Barbur will be increasingly impacted by the plans for the Barbur Corridor at the top of the drain, no plans for mitigating the ravages of storm water on our local streets-which are increasingly impossible to maintain-appear on the map.STOP IGNORING THAT YOUR PLANS ARE DETERIORATING THE LIVABILITY OF OUR NEIGHBORHOODS!!

**Recommendation:**

**Comment ID** 1479 **MapApp ID** 1205 **Commenter** R Colorafi **Date Received:** 10/25/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Assure that SE Ellis Street, especially near Lents Town Center and up to SE 82nd Ave, gets sidewalks as it is one of the few without them near Foster Road. The others may be old and in need of improvement in some places but at least they are there and not muddy, gravel-ly, uneven, pothole filled unimproved \"walkways\".

**Recommendation:**

**Comment ID** 1480 **MapApp ID** 1206 **Commenter** R Colorafi **Date Received:** 10/25/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Lents Town Center should end around SE 84 or SE 83rd St going west since beyond that is a somewhat different business area.

**Recommendation:**

**Comment ID** 1481 **MapApp ID** 1207 **Commenter** Karin Velarde **Date Received:** 10/25/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

It would be nice to have max service from Barbur transit center to downtown.

**Recommendation:**

**Comment ID** 1482 **MapApp ID** 1210 **Commenter** Doug Klotz **Date Received:** 10/25/2014  
**Organization:** **District:** Northeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

It looks like this block was zoned RH to reflect the dense development on the s-curved SE 6th Ave. Would this development be allowed under R-1, or would change to R-1 render this whole series of houses a non-conforming use, something the Update is trying to avoid? It's unfortunate that there is not a multifamily zone that allows more density than R-1, but not as much height as RH.

**Recommendation:**

**Comment ID** 1483 **MapApp ID** 1211 **Commenter** Doug Klotz **Date Received:** 10/25/2014  
**Organization:** **District:** Northeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This does seem like a logical place for higher density, being two blocks between Williams and King Blvd., two more intensely zoned corridors. It is near the central city, and could contribute to accommodating more people who want to live close-in. R-2 is not that dense. In fact in some cases you can get more units in R.2-5 than in R-2.

**Recommendation:**

**Comment ID** 1484 **MapApp ID** 1208 **Commenter** Karin Velarde **Date Received:** 10/25/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

The Water Ave exit off of I5 is horrible for morning commuters traveling to work in the Central Eastside. There is no alternate exit, until you get to the Rose Quarter exit. The train tracks constantly create backup during the morning commute, backing it up sometimes all the way onto the freeway. This is not only frustrating for commuters, but dangerous when on the freeway. I have literally had to wait for thirty minutes a few times sitting for the train to pass...which makes me very angry when it makes me late to work! There needs to be some sort of transportation change to prevent backup on the freeway and long wait times for commuters. Possibly a connection to the Morrison Bridge or a road outlet that goes above or underneath the tracks? Some way this exit needs to be updated.

**Recommendation:**

**Comment ID** 1485 **MapApp ID** 1209 **Commenter** Rebecca Brandt **Date Received:** 10/25/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

One of the reasons Eastmoreland is a desirable neighborhood is due to the size of lots and the types of houses. Our property taxes reflect this. The desirability goes down when demolition and development occur which allow the building of houses largely out of scale with those around it in size and style. The City of Portland shoots itself in the foot if it permits the decline of this neighborhood through faulty policies (including not maintaining the Reed College PI median). If livability declines, my property values decline, and I will lobby for lower taxes, reducing my support of city income. It's a cycle that city officials and planners should not ignore.

**Recommendation:**

**Comment ID** 1486 **MapApp ID** 1212 **Commenter** Doug Klotz **Date Received:** 10/25/2014  
**Organization:** **District:** Northeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This is an former gas station. It would be difficult to develop as residential, and is right a cross from much commercial zoning. It makes sense to zone commercial/mixed Use.

**Recommendation:**



**Comment ID** 1487 **MapApp ID** 1213 **Commenter** Doug Klotz **Date Received:** 10/25/2014  
**Organization:** **District:** Northeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Shouldn't this parcel be allowed to have ground floor retail? It seems important at this location. (Or does this allow that?)

**Recommendation:**

**Comment ID** 1488 **MapApp ID** 1214 **Commenter** Doug Klotz **Date Received:** 10/25/2014  
**Organization:** **District:** Northeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Agreed. This should be CS or EX. It's between two busy corridors. In addition, it fronts on Dawson Park. A perfect place for high-density residential, with ground floor retail (an ice cream shop opposite the park!). All the residents could overlook the park.

**Recommendation:**

**Comment ID** 1489 **MapApp ID** 1215 **Commenter** Joan Hamilton **Date Received:** 10/25/2014  
**Organization:** **District:** West  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I support higher density and Mixed Use in the shopping district in Hillsdale. The strip malls provide the area, and density would help businesses there thrive.

**Recommendation:**

**Comment ID** 1490 **MapApp ID** 1216 **Commenter** Jim Diamond **Date Received:** 10/26/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

A pedestrian crossing at SW Primrose and Terwilliger is essential. People trying to cross SW Terwilliger in order to catch a bus are forced to wait as much as ten minutes to cross. The nearest crosswalks are at Taylor's Ferry (1300' away) and SW 2nd Ave (2400' away).

**Recommendation:**

**Comment ID** 1491 **MapApp ID** 1217 **Commenter** Jim Diamond **Date Received:** 10/26/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

The crosswalk at SW Primrose across Terwilliger should also include RFBs due to the nature of the crossing. Adding a crosswalk would entail extending the sidewalk 2 blocks south from the retail district on Terwilliger/Taylor's Ferry to Primrose to meet ADA requirements.

**Recommendation:**

**Comment ID** 1492 **MapApp ID** 1218 **Commenter** Jim Diamond **Date Received:** 10/26/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

A bicycle path connecting the intersection of SW Taylor's Ferry and Terwilliger to Lewis & Clark College is desperately needed. Bicyclists and pedestrians frequently follow the same route and its reverse: From Taylor's Ferry and SW Terwilliger via Terwilliger to SW Primrose to SW Palatine Hill and SW Palater, ending at the Lewis & Clark College campus. This route is unsafe for both pedestrians and bicyclists. The Primrose/Palatine Hill Route provides the main access to the College for L&C students, faculty, and staff. For cross-town cyclists, it is also provides the main access from SW Portland to the Cemetery Route and the Sellwood Bridge. Dangerous and intimidating intersections at Terwilliger/Primrose, and Boones' Ferry/Primrose pose significant barriers to bike access to this critical route. These intersections have been the site of multiple serious bike crashes. SW Primrose is a dedicated 2030 greenway and currently marked as a bike route on most maps. It's also a SW Walking Trail. Despite all of these designations, these streets and intersections prioritize auto speed, and they are DANGEROUS for pedestrians and cyclists, especially at night and in wet weather.

**Recommendation:**

**Comment ID** 1493 **MapApp ID** 1219 **Commenter** Jan Kuhl-Urbach **Date Received:** 10/26/2014  
**Organization:** **District:** West  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I have already commented generally in the land use portion of the site, but I am astonished that there is NOT even a proposed, unfunded plan for dealing with the stormwater that pours down SW 19th Ave. sullyng Tryon Creek Watershed and creating hazards for those using the SW Trail system/Safe Routes to School paths or just trying to make it home without injuring oneself, ones bike or car.Reminder for those who don't live here-just make big plans (or not)for those of us trying to sustain-we need emergency-fire, ambulance and police access-and also the ability to get service from our garbage haulers.What do we have to do to get on this Map?

**Recommendation:**

**Comment ID** 1494 **MapApp ID** 1220 **Commenter**  
**Organization:**  
**Topic(s):**

Doug Klotz

**Date Received:** 10/26/2014  
**District:** Southeast  
Tagged?

**Staff Recommendation:**

**Comment:**

Correction:"Closer to Division, users can use the 4 bus"

**Recommendation:**

**Comment ID** 1495 **MapApp ID** 1221 **Commenter**  
**Organization:**  
**Topic(s):**

Doug Klotz

**Date Received:** 10/26/2014  
**District:** Southeast  
Tagged?

**Staff Recommendation:**

**Comment:**

The development on this parcel is commercial, so it makes sense to change this to a Mixed Use Comp Plan designation. However, like I noted for other parcels along 50th and along Division, the Mixed Use- Urban Center should be applied here, as this area functions as part of the B/H/D Town Center, and is being developed to that intensity right now. The zone change should be to the new CS equivalent.

**Recommendation:**

**Comment ID** 1496 **MapApp ID** 1222 **Commenter** Craig Beebe **Date Received:** 10/26/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I would like to add my support of this project, either on 7th or 9th. I believe this should be a very high priority for the City; it should not wait until the Sullivan's Gulch Trail is being constructed, as another commenter suggests.

**Recommendation:**

**Comment ID** 1497 **MapApp ID** 1164 **Commenter** Kim Tu **Date Received:** 10/23/2014  
**Organization:** **District:** East  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

please convert this zoning into General commercial because it was very noise and traffice

**Recommendation:**

**Comment ID** 1498 **MapApp ID** 1165 **Commenter** Cory Raiton **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Southbound NE 37th Avenue is being improperly used as a neighborhood collector for access to WB-I84, Broadway and Sandy Blvd. The arterial route should be NE Tillamook to NE 39th Ave and the residents in this quadrant really need relief from the over 1900 cars per day (per PBOT study of 37th Avenue in Winter of 2013) that travel this route.

**Recommendation:**

**Comment ID** 1499 **MapApp ID** 1166 **Commenter** Garlynn Woodsong **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I-5 should be removed from the east bank of the Willamette River. Re-designate I-405 as I-5, and chop the freeway at the current I/405 / I-5 southern interchange. Decommission the Marquam bridge, remove the freeway on the east bank all the way up to I-84. I-84 would then use the existing freeway through the Rose Quarter to connect to the Fremont Bridge eastside interchange. The ramps from the Fremont to I-5 North might need to be widened to accommodate more throughput, as with the ramps from I-5 north to the current I-405 at the south end of Downtown. Also, some on and off ramps on the current I-405 might need to be removed to reduce congestion and increase capacity. Putting a lid on the current I-405 might be a good mitigation for this project. The sale of the real estate underneath I-5 on the east bank, plus the sale of air rights above the current I-405, should be sufficient to fund this project. If possible, it would be good to figure out a better way for freight traffic to access I-5 south from the Central Eastside Industrial District as a part of this project, as well as to put the railroad track that currently take up East 1st Ave in a cut-and-cover trench beneath whatever takes the place of the freeway on the east bank, to free up 1st Ave to act as a new multi-modal street connection. A new, small-footprint surface street could perhaps be installed to help increase circulation west of Water Ave, and increase the value of the waterfront real estate that would thus be created.

**Recommendation:**

**Comment ID** 1500 **MapApp ID** 1227 **Commenter** Sarah Anne Bland **Date Received:** 10/27/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I strongly support designating the density of Eastmoreland, where I live, at R7. The tone of this upscale neighborhood was set years ago when prestigious Reed College was built and Reed College Place with its linden tree lined median running southward to Crystal Springs Blvd was put in place. The surrounding residential area was a fitting complement to the classically designed College and its huge swaths of grassy knolls dotted with what would grow to be majestic trees. To reduce the size of residential lots in an established old neighborhood is a crime against history and well executed architecture and landscape design. It is environmentally disastrous to knock down quality homes and replace them with characterless buildings built with substandard materials.

**Recommendation:**

**Comment ID** 1501 **MapApp ID** 1167 **Commenter** Don baack **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This is not the adopted plan for the Red Electric. The community has been very clear we want route going east along Vermont to Burlingame Ave, thence down Burlingame Terraceto

Terwilliger where peds follow Urban trail 3 to the switchback, then on a new ped trail to connect with the bike route noted below. The bike route goes east on Nebraska to Parkhill Drive

to bottom where a new trail will be constructed to go down (EB). under Barbur Bridge (Newbury so end) and loop up to cross the gully on the new BARBUR ped bridge noted as another project, thence along a rebuilt SW Slavin Road to connect with the existing Slavin Road fence to Corbett to Gibbs then over Hooley bridge to the water front. South Portland NA, Hillsdale NA and SWTrails all have written formal letters requesting this as the first priority for the Red Electric Route. This will cost less. We do not want to destroy Himes park with a bike ped trail. See SWTRAILS.ORG website for the map of the route we support which was also approved by the Portland City Council. The R oute to the river down to iowa

street exists as a pedestrian route and should continue as such. It has 157 steps. It would be a very expensive route if built for bikes and few would ride it. The route going from SW BERTHA Down to Taylors Ferry, while expensive should be the second route developed so that it connects to the Sellwood bridge.

**Recommendation:**

**Comment ID** 1502 **MapApp ID** 1168 **Commenter** William Henderson **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

It is insane how fast people go on Holgate, particularly on the railroad overpass from 17th to 24th. I regularly see people going 45+MPH - it's totally unsafe to bike here in the street or on the side walk. However, this is the only route between Powell and Bybee connecting Brooklyn/Westmoreland/Sellwood to Woodstock to the east, and the only route that connects the east neighborhoods to the new MAX line. A little infrastructure here would go a long way to connecting these neighborhoods to each other and transit.

**Recommendation:**

**Comment ID** 1503 **MapApp ID** 1169 **Commenter** William Henderson **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Bike lanes south of McLoughlin on 17th are really sorely needed. This and Milwaukie are the only routes connecting Westmoreland/Sellwood, and neither is safe to bike on. 17th has speed bumps but still gets a lot of car traffic because of it's connection to McLoughlin and to 17th to the north. There is no shoulder to ride in and taking the lane here is NOT welcome at all. 17th needs real bicycle infrastructure here, at the very least from McLoughlin to Insley where bikes can turn off on to a lower traffic street.

**Recommendation:**



**Comment ID** 1504 **MapApp ID** 1170 **Commenter** William Henderson **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Milwaukie north of Reedway needs better crossing for pedestrians, particularly at the trailhead to Oaks Bottom. There are no crossings here and there is a double-blind curve at SE Mitchell (right by the trailhead) that is particularly treacherous. Cars move quite quickly here.

**Recommendation:**

**Comment ID** 1505 **MapApp ID** 1171 **Commenter** William Henderson **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

What a huge step backwards! This is a terrible use of money which will degrade the surrounding parks and neighborhood while doing little to fight congestion and traffic in the area.

**Recommendation:**

**Comment ID** 1506 **MapApp ID** 1172 **Commenter** joe **Date Received:** 10/23/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This area should expand to create a real village . another main street should not be \"half assed\" it should be nice little enclave of amenities and span along 52nd street either direction until it doesn't make sense at least to Lon street and to Cora Street. or boise...or even along haulage further in either direction , but not this small.

**Recommendation:**

**Comment ID** 1507 **MapApp ID** 1174 **Commenter** Carrie Leonard **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Holgate at this location is in desperate need of bike paths to go over the train tracks. There is no good east-west access in this area and right now it is far too dangerous to share the lane with cars.

**Recommendation:**

**Comment ID** 1508 **MapApp ID** 1175 **Commenter** Carrie Leonard **Date Received:** 10/23/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

How can this project be labeled complete when there are no bike lanes south of Holgate Avenue. Street parking should be removed from at least one side of the street in this location to make room for cars and bicycles into the Westmoreland neighborhood.

**Recommendation:**

**Comment ID** 1509 **MapApp ID** 1223 **Commenter** Craig Beebe **Date Received:** 10/26/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This is a small but potentially very important link between neighborhoods, transit and bike/ped infrastructure. Particularly with the new light rail line and its associated multi-use path along McLoughlin, a crossing here could transform cycling from Eastmoreland, Reed and Woodstock to downtown -- as well as between Westmoreland and the neighborhoods across the tracks. Given that it may be a long time before TriMet ever builds the proposed Harold Street Station, the City shouldn't wait before exploring its options here in more depth.

**Recommendation:**

**Comment ID** 1510 **MapApp ID** 1224 **Commenter** Craig Beebe **Date Received:** 10/26/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Perhaps this isn't the best place to put this comment, but I rode the NE Glisan bike lane recently and was unpleasantly surprised by its sudden disappearance (without so much as sharrows or advisory signs) through Coe Circle. I would urge the City to find a solution to this, and work on ways to improve pedestrian safety around the circle as well. I think sharrows might work, or as traffic grows signals might be advised at this location.

**Recommendation:**

**Comment ID** 1511 **MapApp ID** 1225 **Commenter** Jessica Richman **Date Received:** 10/27/2014  
**Organization:** **District:** West  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Much of the Alphabet Historic District is zoned for intense development, including RH and EX. Most landmarks and contributing resources are well below the allowed density. While Historic District Guidelines \"trump\" Zoning Code allowances, developers and owners perceive the Zoning Code allowances as entitlements, and regularly propose buildings grossly out-of-scale with the historic district. Recent examples include Park 19 (NW 19th between Glisan and Hoyt) and two buildings on the corners of NW 19th and Johnson. The intensity is not an issue, but the form is. I suggest retaining existing (or comparable) zoning, but reducing the FAR to 3:1 (with adjustments and modifications prohibited, and TDRs to sites in the district prohibited, and height limited to 40 feet, with adjustments and modifications prohibited. Actually, I suggest similar regulations for all historic and conservation districts.

**Recommendation:**

**Comment ID** 1512 **MapApp ID** 1226 **Commenter** Tammy Straw-Dunn **Date Received:** 10/27/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I am a South Burlingame resident who regularly bike-commutes (and car-commutes) along the Barbur Blvd corridor. This stretch crossing the viaducts is confusing and dangerous for both cyclists and drivers, and a dedicated bike lane with clear transitions is critical for the safety of all users here.

**Recommendation:**

**Comment ID** 1513 **MapApp ID** 1228 **Commenter** Charles Marr **Date Received:** 10/27/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Please add a pedestrian crossing at SW Primrose and Terwilliger. I cross there almost daily and it is very unsafe for pedestrians. The nearest cross walks are many blocks away, so there is literally no way for me to get to my house without crossing an intersection without a crosswalk. A crosswalk would require extending the sidewalk on the East side 2 blocks.

**Recommendation:**

**Comment ID** 1514 **MapApp ID** 1229 **Commenter** James Parker **Date Received:** 10/27/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

This is a project with tremendous potential for lowering the SOV commutes by Providence Hospital. These commutes are putting ever greater and greater stress on Glisan Street and making a need for more signals. Between 1996 and 2013, those auto commutes decreased from 88 to 68 percent of the baseline for total trips. Almost all the decreases came about through increased bus ridership. Only 3 percent of 6127 employees were figured to bike to work. In the meantime, permitted expansion of PPMC during the next ten years will add some 1000 auto trips to the streets. A good part of the problem is bicycle path connectivity to PPMC. Another is safety. For those reasons, the exit from this projected bike trail to street level should occur east of 47th so that bikers don't have to risk trying to cross very heavy commuting traffic on 47th to get to their work.

**Recommendation:**

**Comment ID** 1515 **MapApp ID** 1230 **Commenter** Roger Averbeck **Date Received:** 10/27/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

The recently completed sidewalk and bike paths on SW Multnomah Blvd between SW 22nd and SW 35th are shown as extending past Multnomah Village 10 blocks west to SW 45th. This project is definitely not completed! SW Multnomah Blvd from SW 35th to SW 45th needs complete sidewalks on both sides through this proposed neighborhood center / corridor / mixed use zone.

**Recommendation:**

**Comment ID** 1516 **MapApp ID** 1231 **Commenter** Allen Rowand **Date Received:** 10/27/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

I would love to see a 72nd Ave bikeway; not only as a cyclist, but in the hope that this would reduce the speeding and congestion on 72nd. This can be done in such a way to not impede emergency services, and would make the neighborhood safer and more enjoyable for all.

**Recommendation:**

**Comment ID** 1517 **MapApp ID** 1232 **Commenter** Kiran Mahto **Date Received:** 10/27/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Pedestrian sidewalks are desperately needed on SW Taylor's Ferry between SW 10th and SW Terwilliger Blvd. Currently, the only protection afforded to pedestrians along this stretch of Taylor's Ferry are signs in either direction that say \"Pedestrians on Road.\" The blind corner at SW 8th is especially treacherous. With sidewalks, this would be a great way to connect pedestrians from the Markham and Marshall Park neighborhoods, and some parts of the South Burlingame and Collins View neighborhood, to the businesses at the Taylor Ferry/Terwilliger intersection.

**Recommendation:**

**Comment ID** 1518 **MapApp ID** 1234 **Commenter** Kerry Rowand **Date Received:** 10/27/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Slowing down the traffic on 72 Ave (especially between Center and Powell) and making it more bike-friendly would be GREAT! As a new resident to this area, I was warned by neighbors that street parking often results in broken side mirrors from fast-moving cars. The sound of scooters racing down the street at night is enough to wake me up. Please make the street safer for kids, pets and all pedestrians! Having a safer way to ride bikes to nearby Mt. Tabor, Mt. Scott, and to Woodstock would be ideal.

**Recommendation:**

**Comment ID** 1519 **MapApp ID** 1233 **Commenter** Terry Parker **Date Received:** 10/27/2014  
**Organization:** **District:** Southeast  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

The idea of adding a streetcar to 82nd is simply put too costly and will only gum up freight and delivery movements and other traffic. Using those new technology electric buses and providing bus pullouts at stops makes far more sense and is less costly than digging up the streets and adding ugly wires. Furthermore, placing more obstructions on our streets such as streetcars or buses stopping in travel lanes when boarding passengers is counter productive to reducing fuel and energy consumption and reducing emissions. There needs to be a balance between neighborhood livability and throughput traffic. People keep using the phrase slow traffic down, but from what speed to what speed. It means nothing without specifics. As for creating more bicycle infrastructure, what is equitably needed is more bicyclists opening up their wallets and paying user fees and less lip service from freeloaders.

**Recommendation:**



**Comment ID** 1520 **MapApp ID** 1235 **Commenter** Joseph Purkey **Date Received:** 10/27/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

Yes, please, on the pedestrian improvements! Especially the intersection at Richmond and Lombard. Three studies, from the Bureau of Planning and Sustainability in the St. Johns/Lombard Plan, from PBOT, and from ODOT, have all concluded that eliminating the slip curve and creating a standard, 4-way stoplight will improve the safety of not only the immediate intersection, but also the intersection at Charleston and Lombard where a public grade school increases an especially at-risk pedestrian population. This should be an EXTREMELY high priority for improvement dollars! Thank you.

**Recommendation:**

**Comment ID** 1521 **MapApp ID** 1236 **Commenter** Garlynn Woodsong **Date Received:** 10/27/2014  
**Organization:** **District:**  
**Topic(s):** Tagged?

**Staff Recommendation:**

**Comment:**

A protected bikeway on Sandy, one that used a parking strip to buffer bicycles from moving vehicles, instead placing them closer to the sidewalk, to bicycle parking, and to businesses, would be a wonderful way to calm Sandy and improve the retail environment there. Limiting Sandy to one lane of vehicle traffic in each direction would calm traffic, slow speeds down, enable easier pedestrian crossings, and likely encourage the sorts of businesses to open there which currently might be hesitant to locate in a pedestrian-unfriendly business district.

**Recommendation:**