

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 2/5/2015 to 2/11/2015

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

Comment ID 2996 **MapApp ID** 1959 **Commenter** Ethan Shaffer **Date Received:** 2/5/2015
Organization: **District:** North Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

How is this completed??? There are no bike lanes between Broadway and Lombard. When will this be completed?

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 2997 **MapApp ID** 1960 **Commenter** Ethan Shaffer **Date Received:** 2/5/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Does this replace the NE 15th avenue bike lanes in the 2030 bike plan?

Recommendation:

R. Jennings 02/21/15 - Question relates to a project in the TSP project list. Question to be tracked in TSP project evaluation process.

Comment ID 2998 **MapApp ID** 1962 **Commenter** Marsha Hanchrow **Date Received:** 2/5/2015
Organization: **District:** Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

I hate the way the eastbound bike lane on Belmont dumps me into impatient car traffic well before I've reached my destination, and I have a number of destinations in the vicinity. Please continue the bike lane much farther east - into the 50's, at least.

Recommendation:

TSP. M. Stockton 2/17/15

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	2999	MapApp ID	1964	Commenter	Caitlin Shelman	Date Received:	2/5/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

While many of the previous comments seem to focus on close-in NE, those of us who live in the Roseway neighborhood have no safe east/west walking/biking route between Prescott and Fremont. Mason is the route most families use to get to Wellington park as well as the Gregory Heights Library. It is also the best east/west connector in our area. Traffic calming and safe crossings at busy intersections along Mason would be a huge benefit to the outer NE area. Our neighborhood would love to see this project funded!

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3000	MapApp ID	1979	Commenter	bjorn warloe	Date Received:	2/6/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

please get this park up and running, we are severely lacking big open park space in the neighborhood. Also we need safety improvements on 72nd to allow safe walking from prescott to the park, sidewalks etc.

Recommendation:

Comment ID	3004	MapApp ID	1980	Commenter	Bjorn Warloe	Date Received:	2/6/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

Please place sidewalks from prescott to the new cully park on 72nd. I live on this street and I am one of only a couple houses with sidewalks, I don't see why the rest of the neighbors should not have to install them, especially since on of the neighbors a block down divided their lot into 3 lots and built 3 new homes. That seems like it would have been a time

where
sidewalks would have been a required upgrade.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3005	MapApp ID	1981	Commenter	Kristin GRoss	Date Received:	2/6/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

This greenway would be a great addition to the Roseway neighborhood. This area often lacks sidewalks and many streets aren't well maintained. A route that was made safer for all non-motorized traffic would be a huge move in the right direction to allow more kids to bike to school, the park and the library.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3007	MapApp ID	1961	Commenter	Marsha Hanchrow	Date Received:	2/5/2015
Organization:						District:	Southeast
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation: No Change

Comment:

Mark Zahner's proposal to make the block between Division and Clinton one way northbound for motor vehicles, sharrowed for bikes, with only a bike lane southbound, as referenced above, would vastly improve this one block. 34th north of Division has also become threatening as far as Lincoln, mostly because of restaurant traffic. I'd love to see the entrances to 34th both at Division and Hawthorne be bike-only. It's too narrow and crowded to support the traffic it gets. Unfortunately, the street I would suggest car traffic should use would have to be my own - 35th Pl. - because it is wide and does go between the two commercial streets.

Recommendation:

TSP. M. Stockton 2/17/15

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3008	MapApp ID	1965	Commenter	Marsha Hanchrow	Date Received:	2/5/2015
Organization:						District:	North
Topic(s):							Tagged?

Staff Recommendation: Response in Other Record

Comment:

This is not a joke? The CRC is still on the list? Traffic volumes are not increasing, nor do we want to encourage them to do so. Please drive if not the last then at least another nail in this thing's coffin.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3009	MapApp ID	1966	Commenter	Caitlin Shelman	Date Received:	2/5/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

This area, and specifically the Roseway neighborhood, has all the makings of a 20 minute neighborhood. However, we need a more multi-modal streetscape and zoning that encourages mixed-use and storefront commercial over auto-centric development. I fully support the zoning changes and, like others, am not worried about parking.

Recommendation:

Comment ID	3010	MapApp ID	1967	Commenter	Matthew Hickey	Date Received:	2/5/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

A greenway on Mason between 42nd and 82nd would help connect both adults and children in those neighborhoods to the Gregory Heights library, Harvey Scott school and Wellington park. Currently that area has very few east/west sidewalks and the streets have far too many uncontrolled intersections, making travel both by foot and by bike a real hazard. A greenway that includes traffic calming measures would help kids and families get to their neighborhood school, the local library and the nearest park in a manner befitting residents of a city lauded for it's transportation priorities.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3011	MapApp ID	1963	Commenter	Marsha Hanchrow	Date Received:	2/5/2015
Organization:						District:	West Northeast Central City Southeast
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation: No Change

Comment:

I'm a year-round daily bike commuter already, so why should I care about bike share? 1. Maybe I could get rid of my backup bike, which I don't much like and takes up precious space in my living room. I would also no longer have to keep it to lend to visitors.2. I don't like riding and parking my bike downtown, especially how that thieves have learned how easy it is to slice through a bike rack and remove a bike. I'd much rather leave mine protected for trips where I don't think it's safe at the trip's end.3. Maybe they can get some

confused drivers off the road and perhaps even educate them. I like to think that those who don't understand that a bike lane is not a turn lane and a green bike box is not the place for them to wait for a green light are just visitors. Maybe at the slower pace of a bike share ride, they'd learn what our road markings mean. I rode some in Chicago last year. Nice to try them, good to have them available, I'm still not sure they're as critical as some other projects.

Recommendation:

TSP. M. Stockton 2/17/15

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3012	MapApp ID	1968	Commenter	Matthew Hickey	Date Received:	2/5/2015
Organization:						District:	Northeast East
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

Anything that can make Sandy Blvd more transportation multi-modal would benefit the communities bordering the road. Though the Hollywood area has come a long way towards neighborhood friendliness, the inner and outer Sandy corridor is a nightmare for pedestrians and cyclists. I would support traffic calming measures as well as street crossing improvements while maintaining and encouraging a business environment that better serve the adjacent communities rather than the Vancouver commuter.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3013	MapApp ID	1969	Commenter	Matthew Hickey	Date Received:	2/5/2015
Organization:						District:	Northeast East Central City Southeast
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation: No Change

Comment:

As a resident living adjacent to Sandy Blvd. I am skeptical of play to increase the flow of traffic along this Blvd. I would rather see traffic calming measures and multi-modal transportation improvements that encourage better neighborhood livability.

Recommendation:

TSP. M. Stockton 2/17/15

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3014 **MapApp ID** 1999 **Commenter** Hilary Smith **Date Received:** 2/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Commuters looking for a shortcut are turning right on Syracuse from the St Johns Bridge instead of taking Ivanhoe. These aggressive drivers make it perilous for pedestrians trying to take a nice walk on the bridge, and turn the stretch of Willamette Blvd between Burlington and Richmond into a war zone. There shortcut off the bridge onto Syracuse should be closed off, forcing these aggressive and dangerous drivers to take Ivanhoe as they as supposed to.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3015 **MapApp ID** 1970 **Commenter** Matthew Hickey **Date Received:** 2/5/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

72nd is already used by a lot of cyclists who have to compete with high-speed automobile traffic. Bikeway improvements would be good for neighborhood livability and the street has the potential to be a real showcase as it is one of the Olmsted park blocks. I would support development of a bike path (mulched or gravel preferably) meandering through the park block along the length of 72nd.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3016 **MapApp ID** 1971 **Commenter** Marsha Hanchrow **Date Received:** 2/5/2015
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Please, please, this is hugely important. For a short time after the restriping of the 12th Ave. overcrossing, my commute stopped feeling life-threatening. After the introduction of stop signs on NE Irving at the freeway entrance off of 16th and the congestion and anger resulting, I again fear I might not survive my ride home. A bridge over the Banfield in this general vicinity will get me directly to and from work (state office building) free from terror (or at least that particular terror). With the exploding popularity of the CEID and the even more dramatic development happening within a block or two of my workplace, there needs to be more access to both districts, and between districts. And that additional capacity could pull those frustrating cyclists out of the paths of those frustrated drivers. Give me my own place so I can stop fighting for a little space surrounded by noxious, dangerous machines.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3017 **MapApp ID** 1972 **Commenter** Matthew Hickey **Date Received:** 2/5/2015
Organization: **District:** Northeast East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Why should portland tax money be spent to make the commute easier for Vancouver Washington residents?

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3018 **MapApp ID** 1973 **Commenter** Erika Palmer **Date Received:** 2/6/2015
Organization: **District:** East Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

The Foster Highway needs to be calmed. It runs through four neighborhoods and multiple commercial areas. Safety improvements for pedestrians and bicycle facilities are needed. Installing a center turn lane will prevent auto accidents and people won't have to run across four lanes of traffic. I urge City Council to keep this project as a high priority. No more deaths on Foster Road!

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

TSP. M. Stockton 2/17/15

Comment ID 3019 **MapApp ID** 1974 **Commenter** Clint Lundmark **Date Received:** 2/6/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The block on the NW corner of Russell and Williams (Knott, Williams, Russell, Vancouver) has been vacant for about 40 years. The fabulous and historic building on the corner, the "Hill Block", was demolished along with everything else on the block for "Urban Renewal". The land is owned by Legacy Health and they have done nothing with it. There has been no urban renewal only sad vacancy. The City, PDC and Emanuel took this asset from the neighborhood and has left it idle for way too long. It is time the lot is finally redeveloped into a mixed use community asset. The entire block along with the east half of the block north (Graham, Williams, Knott, Vancouver) should be zoned Mixed Use. The hospital long ago

lost
their privilege to include this land in their already massive campus.

Recommendation:

Comment ID 3020 **MapApp ID** 1975 **Commenter** Jill Erickson **Date Received:** 2/6/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

There is room to pave a shoulder for a bike lane/pedestrian path along the east side of 148th from Fremont to Sacramento. It is a major north south highway from Powell to Marine Drive and dangerous for bicyclists and pedestrians to use the muddy path and intrude into the narrow traffic under the railroad/freeway bridge.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3021 **MapApp ID** 1976 **Commenter** Allan Rudwick **Date Received:** 2/6/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The hill block and adjacent empty properties should be taken away from Emanuel Hospital because they are (a)too far away from their Operating Room to build actual hospital space, (b) vital to building a walkable neighborhood centered in Eliot, (c) a huge opportunity to build large buildings close in to house folks and provide commerical services while not negatively impacting the single-family home neighborhoods nearby (d) have been empty for over 40 years. The zoning on the unbuild blocks east of N Vancouver should be changed to MU3 and the lots should be sold on the open market.Many many years of prodding Emanuel Hospital has not accomplished anything on these properties. Enough is Enough

Recommendation:

Comment ID 3022 **MapApp ID** 1977 **Commenter** Meytal P. **Date Received:** 2/6/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I would love to see the zoning on 82nd change from commercial to mixed-use (in the Woodstock-Foster-82nd area). That major artery has so much potential for walkability and community based businesses, but right now it is unwelcoming, unappealing, and even unsafe at certain times of the day. The street is in desperate need of new/repared roads, and trees.

Recommendation:

scarzello 2/13/15

Comment ID 3023 **MapApp ID** 1978 **Commenter** Jill S Erickson **Date Received:** 2/6/2015
Organization: **District:** East
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

Over 250 drivers from the Jasper Heights and River Cliff condominiums enter 148th at Rose Parkway with limited visibility. Offering a direct route from Powell to Marine Drive, commuters and bicyclists use 148th, ignoring the blinking yellow light and reduction to 30 mph. The proposed Castlegate apartments west of Rose Parkway would add 60 additional drivers entering with peril.

Recommendation:

scarzello 2/12/15

R. Jennings 02/21/15 - Unclear from comment what, if any, changes to the Comp Plan or TSP are recommended.

Comment ID 3024 **MapApp ID** 1982 **Commenter** Kristin Gross **Date Received:** 2/6/2015
Organization: **District:** Northeast East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This would be a huge improvement to Sandy. This would be the quickest way for me to bike to and from work but I often feel unsafe using this street due to high speed traffic. More crosswalks along Sandy would help improve access to businesses along this street.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3025 **MapApp ID** 1983 **Commenter** Diana Rogero **Date Received:** 2/6/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Improving Mason between NE 33rd and 82nd would be a great boon to bikers and walkers, especially the families and seniors who are walking to Wellington park, to either of the schools on this route, or to Gregory Heights library branch. The current roadway, not only lacks sidewalks, but has large potholes that force walkers and bikers to walk/bike in the middle of the road - a dangerous practice.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3026 **MapApp ID** 1984 **Commenter** Marsha Hanchrow **Date Received:** 2/7/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I work at 800 NE Oregon, right between these 2 streets. I hope the misery of the construction of Hassalo on 8th closing the bike lane on 7th and impeding 9th will not be replaced by the misery of delivery and loading vehicles (plans suggested it might) crossing both bike lane and streetcar tracks on 7th. 7th to westbound Tillamook has its bad moments, including the block between Weidler and Broadway where the bike lane disappears and drops you into parked cars. The traffic circle at Tillamook does not work well. It is misused, as so many traffic circles are, by people going 90' the wrong way to make a left. Not safe, let alone comfortable. I don't ride 9th because the road surface is so bad, and I don't have a cushy, fat tired bike. The roadway could easily be fixed. That would be more expensive than me buying a fat tired bike, but would serve far more people.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3027 **MapApp ID** 1985 **Commenter** Chloris Belding **Date Received:** 2/7/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Money would be better spent on sidewalks and road improvements. I have to walk in the middle of my street to be seen at night and would like to walk around my neighborhood more often, but no sidewalks makes it a risky venture. There has always been a lot more pedestrian use than cycling in this area and I have lived here since 1991.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3028 **MapApp ID** 1986 **Commenter** Marsha Hanchrow **Date Received:** 2/7/2015
Organization: **District:** Southeast
Topic(s): Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation: Map: See Map Menu

Comment:

Almost every comment on this section is a complaint about a different section. Yes, development belongs along one of Portland's best and most frequent transit streets. Yes, the currently popular restaurants need customers, and I am happy to see apartments being built to supply them with customers who won't have to drive to dinner. The proposed zoning along Division makes sense to me.

Recommendation:

Testimony in support. M. Stockton 2/17/15

Comment ID 3029 **MapApp ID** 1987 **Commenter** Maija Spencer **Date Received:** 2/8/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

More bikeways, not less bikeways. I would NOT support combing NE 13/14th bikeway & NE 22nd by creating NE 17th bikeway as suggested previously here. We need to build bike infrastructure for future capacity, not current use.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3030 **MapApp ID** 1988 **Commenter** Maija Spencer **Date Received:** 2/8/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Also NE 13th goes by Woodlawn business district, Woodlawn Park, and Woodlawn School - all major destinations.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3031 **MapApp ID** 1989 **Commenter** Maija Spencer **Date Received:** 2/8/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Would prefer to see MORE bikeways, not less. Do not support idea above to replace NE 13th/14th & NE 22nd with 1 route at NE 17th. Also, NE 17th is 6 blocks from Woodlawn school, not 3 blocks (front door entry is on NE 11th).

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3032 **MapApp ID** 1990 **Commenter** Jeremy Byron Tennant **Date Received:** 2/8/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This should be a high priority project, to be completed within years 1-10 of the 2035 Comprehensive Plan. For relatively small expense, we would see immediate and lasting benefits for community and environment. Traffic diverters should be installed at Lombard St. and 13th Ave., to ensure that freight trucks do not take a shortcut past Woodlawn School.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3033 **MapApp ID** 1992 **Commenter** Jeremy Byron Tennant **Date Received:** 2/8/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This looks like a very suitable bike route. I would love to see more neighborhood-friendly development on Lombard St. This and the 13th/14th Ave. Greenway would help provide traffic flow to support restaurants and other high jobs-per-acre businesses.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3034 **MapApp ID** 1993 **Commenter** Marsha Hanchrow **Date Received:** 2/8/2015
Organization: **District:** Central City Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

I ride south at times either down 7th to Clay, or directly down 11th, in the center of the right lane (which should be sharrowed). Because 11th is mostly downhill from where I pick it up at Ankeny, I can pretty much keep up with auto traffic. I can't do the same northbound, uphill, on 12th. 7th might be considered by some to be a safe and accommodating street for bikes, but I have been honked at, yelled at, and tires spun behind me for moving left to get into position for a left turn. As a primarily vehicular cyclist, I get supremely pissed off when I am screamed at because I am properly obeying traffic laws. While it seems unlikely that I'll get it, I'd love a street designed for vulnerable road users to run from my job at the state office building, across the Banfield, and deep into industrial SE. With diverters, so drivers know immediately they're not going to be able to tear through. I hope 9th will become that street.

Recommendation:

TSP. M. Stockton 2/17/15

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3035	MapApp ID	1994	Commenter	Keli Dean	Date Received:	2/9/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

Improving Mason between 82nd and Cully would be a great improvement for our neighborhood. We use this route to walk/bike to school everyday and there are major safety concerns due to lack of sidewalks and stop signs. We also use this as a bicycle route to work and improvements would improve this commute.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3036	MapApp ID	1996	Commenter	kelly miles	Date Received:	2/9/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

I live on NE 76th at Mason and fully support the Mason Greenway project. There are currently no East/West dedicated greenways/bikeways between Klickitat and Going and neither of these options connect to 82nd Ave. Improving bike and pedestrian safety along this corridor will ensure a safe route to Scott School and Wellington Park. Thank you.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3037	MapApp ID	1991	Commenter	Maija Spencer	Date Received:	2/8/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

As a Woodlawn neighbor, I am hopeful that this project may improve our quality of life and the health of our neighborhood. However, after scouring the internet and making requests to BPS and PBOT staff via email on Jan 26, 2015, as of today (2/8/15), I still have no further information on what this project entails. The main info I know is this project is expected to cost

\$35 million and is led by the Port. This seems like a significant amount of money, and I hope that it is not being done only to improve the railroad operations. Woodlawn is currently experiencing ever increasing noise from freight train operations traveling through NE 11th/13th crossings. Many residents report being awoken regularly by train noise at night. Others have concerns about volatile materials such as propane, oil, and gas being transported by rail in such close proximity to both a residential neighborhood and our neighborhood school (Woodlawn School at NE 11th and Holland - you can see the train from their playground). What I hope is that this \$35 million project will create safe traffic crossings, so that trains do not have to follow the federal rules on horn soundings at the NE 11th/13th intersections (Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings, June 2005, Amended August 2006). What I hope is this will allow my neighbors to sleep through the night. What I hope is that this will mean improvements in railcar efficiency by using clean equipment such as electric cars, not diesel so that kids at Woodlawn School's playground can play safely. What I hope is that this will lead to less transit of volatile materials so if there is a train accident or an earthquake, our neighborhood is not at risk by being within the blast zone. Please note that Woodlawn Park is our emergency location, and neighbors have questioned if this would be a safe location in the case of an earthquake due to its proximity to rail lines and associated cargo. Please direct the Port to provide more information to Woodlawn neighbors about the potential benefits to our neighborhood (I hope), and what this \$35 million price tag is buying.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3038	MapApp ID	1995	Commenter	Al Brown	Date Received:	2/9/2015
Organization:						District:	East
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

Something of a clarification to another comment that has been made. Over 250 cars enter NE 148th from the east - highly dangerous as the line of sight to the south is very limited, so cars exiting to go north or south are at risk. Cars from the proposed Castlegate have a limited line of sight only if turning to go north (left turn). Drivers from both streets entering from the east and the Castlegate have a clear line of sight across NE 148th and could clearly see each other. Increased risk from the Castlegate addition is unlikely. What needs to be fixed is the line of sight problem itself, and this is not a Comp Plan issue, but it is a problem that has been ignored by the City of Portland for 31+ years.

Recommendation:

scarzello 2/12/15

R. Jennings 02/21/15 - As commenter notes, this is not a comp plan issue but a perceived issue with site distance. PBOT traffic hotline 823-SAFE would be appropriate forum to raise this concern.

Comment ID	3039	MapApp ID	1997	Commenter	Terry Dublinski-Milton	Date Received:	2/10/2015
Organization:						District:	Northeast Central City
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

This is a great project that has spurred redevelopment of the auto-centric mall. One step to remake the entire region into a great neighborhood. A greenway extension to NE 26th, so there is a clear 20 MPH connection to the 20\’s bikeway, needs to get added to this project.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID	3040	MapApp ID	1998	Commenter	Smyth Lai	Date Received:	2/10/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

I echo the sentiments above. The proposed greenway project on Mason would greatly increase the safety of children in the neighborhood cycling or walking to Wellington Park, Scott School, or Gregory Heights Library.

Recommendation:

R. Jennings 02/21/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 2/15/2015 to 2/25/2015

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

Comment ID	3176	MapApp ID	2059	Commenter	Margaret Davis	Date Received:	2/21/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Do not permit any future projects for NE Fremont until the building at 4429 NE Fremont can be brought into compliance with code. This means removing the encroaching wheelchair ramp at the back of the building, which unlawfully projects too far into the setback. This per LUBA’s ruling, PCC 33.130.215(B)(3)(a), and BDS staffer Rebecca Esau’s acknowledgment. If the building cannot be brought to code, then reimburse neighbors the \$10,000 it cost to go to LUBA to receive that ruling (this is legal fees only, not the countless hours neighbors spent in research and meetings). Neighbors should not have to bear a burden in excess of what the law allows; if an extra apartment or two is in the building because it was built too big, that’s at least two additional homeless cars on the street. Already we have seen the improvements we neighbors made, such as planting trees, renovating homes, pressuring out drug dealers and prostitutes, disappear when the city allowed the streets near that apartment building to become a parking lot for tenant vehicles. It IS a parking lot, with drivers circling at all hours looking for spaces. I no longer consider the block I live on safe for my son and the 12 other kids living on this side of the block to ride their bikes, etc. We also have elderly neighbors who need transportation help, caregivers, friends to visit, who now can’t easily access those services because of the parking lot in front of their homes.

Recommendation:

Comment ID 3177 **MapApp ID** 2063 **Commenter** Margaret Davis **Date Received:** 2/21/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Make available to ALL neighborhoods the option to downzone, say, from R5 or R2.5 to R7 or whatever is necessary to discourage senseless landfilling of unique, affordable housing built with quality materials and craftsmanship in neighborhoods citywide that have established character, historic open space on the lot, and architectural (i.e., size/height/footprint) compatibility.

Recommendation:

Comment ID 3178 **MapApp ID** 2046 **Commenter** Clint Lundmark **Date Received:** 2/19/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

To maintain the Williams Avenue Corridor it seems like the lot(s) along the east side of Williams between Fremont and Ivy should be zoned similar to the lots North and South of it. A mixed use zone with ground floor retail seems more appropriate. Max height should top out around 50 feet.

Recommendation:

Comment ID 3179 **MapApp ID** 2047 **Commenter** Garlynn Woodsong **Date Received:** 2/19/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation:

Comment:

This will fill critical gaps in connectivity between N/NE neighborhoods and the Columbia River, and the greenspaces that lie between the Slough and the River. Please prioritize construction of this set of projects for the first ten years of the plan, rather than years 11-20.

Recommendation:

Comment ID 3180 **MapApp ID** 2048 **Commenter** Garlynn Woodsong **Date Received:** 2/19/2015
Organization: **District:** Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Curious if an alternatives analysis has yet been conducted for this project. If not, highly recommended to study whether a new, parallel bike/ped bridge + trail might provide the same functionality for reduced cost?

Recommendation:

Comment ID 3181 **MapApp ID** 2049 **Commenter** Garlynn Woodsong **Date Received:** 2/19/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

This bridge should get the same treatment as the Steel Bridge, that is, an at-grade bicycle-pedestrian path hung off one side at roughly the same elevation as the tracks. This could provide an alternative to crossing the St Johns Bridge, with reduced elevation gain/loss and a safer experience for bicyclists. it could connect directly to the North Portland Greenway project, connecting it to Highway 30, Front Ave, and Forest Park. This would be a great addition to the citywide bike/ped network.

Recommendation:

Comment ID 3182 **MapApp ID** 2050 **Commenter** Megan Evert **Date Received:** 2/19/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

I request Single - Dwelling 5,000 instead of Single - Dwelling 2,500 for Change #283. This area has already been overbuilt with high density housing under the existing comprehensive plan. Lowering the proposed density to 5,000 will help stabilize the remaining historic neighborhood characteristics while slowing the increase of street traffic which will make the streets more safe for pedestrians and especially for Ron Russell school children who walk through the area's streets every day. Thank you and I look forward to your response.

Recommendation:

Comment ID 3183 **MapApp ID** 2056 **Commenter** Margaret Davis **Date Received:** 2/21/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Do not permit any future projects for NE Fremont until the building at 4429 NE Fremont can be brought into compliance with code. This means removing the encroaching wheelchair ramp at the back of the building, which unlawfully projects too far into the setback. This per LUBA's ruling, PCC 33.130.215(B)(3)(a), and BDS staffer Rebecca Esau's acknowledgment. If the building cannot be brought to code, then reimburse neighbors the \$10,000 it cost to go to LUBA to receive that ruling (this is legal fees only, not the countless hours neighbors spent in research and meetings). Neighbors should not have to bear a burden in excess of what the law allows; if an extra apartment or two is in the building because

it was built too big, that's at least two additional homeless cars on the street. Already we have seen the improvements we neighbors made, such as planting trees, renovating homes, pressuring out drug dealers and prostitutes, disappear when the city allowed the streets near that apartment building to become a parking lot for tenant vehicles. It IS a parking lot, with

drivers circling at all hours looking for spaces. I no longer consider the block I live on safe for my son and the 12 other kids living on this side of the block to ride their bikes, etc. We also have elderly neighbors who need transportation help, caregivers, friends to visit, who now can't easily access those services because of the parking lot in front of their homes.

Recommendation:

Comment ID	3184	MapApp ID	2061	Commenter	Margaret Davis	Date Received:	2/21/2015
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Make available to other neighborhoods, not just Reed and Eastmoreland, the option to change zone from R5 to R7. This would do a lot to stop senseless landfilling of unique, affordable housing built with quality materials and craftsmanship in neighborhoods citywide that arguably have similar established character and architectural (i.e., size/height/footprint) compatibility.

Recommendation:

Comment ID	3185	MapApp ID	2062	Commenter	Margaret Davis	Date Received:	2/21/2015
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Make available to ALL neighborhoods the option to change zone from R5 to R7. This would do a lot to stop senseless landfilling of unique, affordable housing built with quality materials and craftsmanship in neighborhoods citywide that arguably have similar established character, historic open space on the lot, and architectural (i.e., size/height/footprint) compatibility.

Recommendation:

Comment ID	3186	MapApp ID	2057	Commenter	Margaret Davis	Date Received:	2/21/2015
Organization:						District:	Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Do not permit any future projects for NE Fremont until the building at 4429 NE Fremont can be brought into compliance with code. This means removing the encroaching wheelchair ramp at the back of the building, which unlawfully projects too far into the setback. This per LUBA's ruling, PCC 33.130.215(B)(3)(a), and BDS staffer Rebecca Esau's acknowledgment. If the building cannot be brought to code, then reimburse neighbors the \$10,000 it cost to go to LUBA to receive that ruling (this is legal fees only, not the countless hours neighbors spent in research and meetings). Neighbors should not have to bear a burden in excess of what the law allows; if an extra apartment or two is in the building because it was built too big, that's at least two additional homeless cars on the street. Already we have seen the improvements we neighbors made, such as planting trees, renovating homes, pressuring out drug dealers and prostitutes, disappear when the city allowed the streets near that apartment building to become a parking lot for tenant vehicles. It IS a parking lot, with drivers circling at all hours looking for spaces. I no longer consider the block I live on safe for my son and the 12 other kids living on this side of the block to ride their bikes, etc. We also have elderly neighbors who need transportation help, caregivers, friends to visit, who now can't easily access those services because of the parking lot in front of their homes.

Recommendation:

Comment ID	3187	MapApp ID	2058	Commenter	Margaret Davis	Date Received:	2/21/2015
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Do not permit any future projects for NE Fremont until the building at 4429 NE Fremont can be brought into compliance with code. This means removing the encroaching wheelchair ramp at the back of the building, which unlawfully projects too far into the setback. This per LUBA's ruling, PCC 33.130.215(B)(3)(a), and BDS staffer Rebecca Esau's acknowledgment. If the building cannot be brought to code, then reimburse neighbors the \$10,000 it cost to go to LUBA to receive that ruling (this is legal fees only, not the countless hours neighbors spent in research and meetings). Neighbors should not have to bear a burden in excess of what the law allows; if an extra apartment or two is in the building because it was built too big, that's at least two additional homeless cars on the street. Already we have seen the improvements we neighbors made, such as planting trees, renovating homes, pressuring out drug dealers and prostitutes, disappear when the city allowed the streets near that apartment building to become a parking lot for tenant vehicles. It IS a parking lot, with drivers circling at all hours looking for spaces. I no longer consider the block I live on safe for my son and the 12 other kids living on this side of the block to ride their bikes, etc. We also have elderly neighbors who need transportation help, caregivers, friends to visit, who now can't easily access those services because of the parking lot in front of their homes.

Recommendation:

Comment ID	3188	MapApp ID	2051	Commenter	Megan Evert	Date Received:	2/19/2015
Organization:						District:	East
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I request Single - Dwelling 5,000 instead of Single - Dwelling 2,500 for Change #380. Lowering the proposed density to 5,000 will help stabilize the remaining historic neighborhood characteristics while slowing the increase of street traffic which will make the streets more safe for pedestrians and especially for Ron Russell school children who walk through the area's streets every day. Thank you and I look forward to your response.

Recommendation:

Comment ID	3189	MapApp ID	2052	Commenter	Ed Kalat	Date Received:	2/20/2015
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

My grandchildren depend on Hamilton St to walk to school and parks and bus stops. The addition of sidewalks would greatly enhance the safety of them and many others who walk and bike it.

Recommendation:

Comment ID	3190	MapApp ID	2053	Commenter	Ann Kalat	Date Received:	2/20/2015
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I am hoping that you will reconsider and allocate funding for sidewalks on Hamilton Road. The safety of the bikers, drivers, walkers and bus commuters is at risk if that road stays as it is. We have little grandchildren living in that neighborhood and would like them to have full access to the wonderful resources there including the park and the neighborhood school. Thank you for reviewing the focus of the funding.

Recommendation:

Comment ID	3191	MapApp ID	2054	Commenter	Jennifer Vitello	Date Received:	2/20/2015
Organization:						District:	North
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I disagree with the above. The zoning as shown on the map is appropriate. Edison is part of an already established neighborhood. Edison to Princeton should be preserved as a "neighborhood sanctuary." Development there should remain low and primarily residential with perhaps glass shop windowfronts. New development should not drive out and displace the existing residents.

Recommendation:

Comment ID	3192	MapApp ID	2055	Commenter	Drew Pizzolato	Date Received:	2/20/2015
Organization:						District:	North
Topic(s):							Tagged?

Staff Recommendation:

Comment:

"The new CX zone for this area should extend all the way to the corner of Burlington and Edison." "What the heck? You must own property there?? Development in that area will only further block the view. Those that live here want to contain the development as much as possible so that the neighborhood remains as livable as possible.

Recommendation:

Comment ID 3193 **MapApp ID** 2060 **Commenter** Margaret Davis **Date Received:** 2/21/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Make available to other neighborhoods, not just Reed and Eastmoreland, the option to change zone from R5 to R7. This would do a lot to stop senseless landfilling of unique, affordable housing built with quality materials and craftsmanship in neighborhoods citywide that arguably have similar established character and architectural (i.e., size/height/footprint) compatibility.

Recommendation:

Comment ID 3194 **MapApp ID** 2064 **Commenter** Craig Beebe **Date Received:** 2/21/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Given the significance of public investment in the Portland Milwaukie Light Rail project, the related considerable improvements in bicycle improvements on SE 17th Ave., and the current inadequacy of the Holgate overcrossing, this project should be prioritized well before the 11-20 year timeframe.

Recommendation:

Comment ID 3195 **MapApp ID** 2065 **Commenter** Craig Beebe **Date Received:** 2/21/2015
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Very much in support of this network of low-stress bikeways in South-Southeast Portland. Adding bicycle facilities through the Woodstock business district is long overdue and seems to have wide support in the neighborhood. As a design recommendation I would suggest Ellis/Reedway as a better bikeway N of Woodstock Blvd., since it can take advantage of an existing light at Ellis & 52nd and connects Woodstock School directly to Mt Scott Park. A safer crossing at 72nd Ave. should be a priority.

Recommendation:

Comment ID 3196 **MapApp ID** 2066 **Commenter** J. Handsaker **Date Received:** 2/21/2015
Organization: **District:** North West Northeast East Central City
Southeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

These descriptions are vague and do not show exactly where, nor when, a project is to be located, performed, or supplied. It only shows areas with no specifics.

Recommendation:

Comment ID 3197 **MapApp ID** 2067 **Commenter** Chris Lyons **Date Received:** 2/22/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I agree with this project but feel that it should be on the more immediate constrained list of projects, certainly as being more important than putting sidewalks & bikelanes on SW 45th Dr.

Recommendation:

Comment ID 3198 **MapApp ID** 2068 **Commenter** Chris Lyons **Date Received:** 2/22/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I agree with this project but am surprised that it is on the constrained list above the SW Taylors Ferry Rd. project. My recommendation would be to switch the priorities of the two projects.

Recommendation:

Comment ID 3199 **MapApp ID** 2069 **Commenter** Chris Lyons **Date Received:** 2/22/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project is desperately needed and will provide a nice continuation of the existing sidewalks and bike lanes that were recently added to Multnomah Blvd. to the east.

Recommendation:

Comment ID 3200 **MapApp ID** 2070 **Commenter** Sarah Lyons **Date Received:** 2/22/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Sidewalks are desperately needed on SW Capitol Hy because many pedestrians, including children and parents pushing baby strollers, are currently at great risk of getting hit by traffic. Many people use this corridor (either the road itself or the muddy goat path beside it) as a way to walk to and from Multnomah Village, as it is the most direct (or only) route for many residents. It is only a matter of time before someone gets hurt or worse.

Recommendation:

Comment ID 3201 **MapApp ID** 2072 **Commenter** Roger Averbeck **Date Received:** 2/23/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The nearly completed BES storm water project on SW Multnomah Blvd between SW 35th and SW 45th added some sidewalk segments but it also left sidewalk gaps. SW Multnomah is a District Collector with significant WA County and Beaverton throughput traffic. It is a city walkway and will soon be designated a major city bikeway when the TSP is updated and approved. SW Multnomah Blvd needs full city standard sidewalks on both sides of the street all the way from Multnomah Village to SW 45th Ave.

Recommendation:

Comment ID 3202 **MapApp ID** 2071 **Commenter** Roger Averbeck **Date Received:** 2/23/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Garden Home Rd needs full city standard sidewalks between SW Capitol Hwy and SW 45th Ave. Before the city begins widespread implementation of widened shoulders as a cheaper alternative to sidewalks on collector streets, "shoulder" standards need to be developed for safety that include minimum widths that take into account sight distance on curves, traffic speeds and volumes and adequate signing and enforcement of no parking on shoulders. An additional concern with extended shoulders is legal right of way: Under current state law vehicles have right of way over pedestrians on extended shoulders. This is unacceptable if the city begins investing in widened shoulders as a low cost alternative to

sidewalks.

Recommendation:

Comment ID	3203	MapApp ID	2073	Commenter	Your name is required.	Date Received:	2/23/2015
Organization:						District:	North
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Agree that the identified area zoning should not be changed. There are inadequate public transit services available to accommodate increased residential density. There is limited off-street parking due to the density of existing multi-family units in/around Cathedral Park area. Additional multi-family residential development would only lessen the existing use of Cathedral Park as a community gathering place. Agree with other comment that greatest need in the area is improved pedestrian access/transit. There are MANY bike riders, runners and pedestrians that transit across the St Johns Bridge for work and recreation.

Recommendation: