

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 3/5/2015 to 3/11/2015

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

Comment ID 3477 **MapApp ID** 2143 **Commenter** Brad Buran **Date Received:** 3/5/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly support the idea of establishing a community center with active recreation facilities (e.g., indoor pool, gym, courts for various sports, etc.) in Sellwood. This area is not within a non-car commute of other community centers.

Comment ID 3478 **MapApp ID** 2144 **Commenter** Brad Buran **Date Received:** 3/5/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The portion of the bike lane north of McLoughlin is nice; however, there are a few remaining issues that need to be fixed to increase usability of the trail:* Improve the crossing at McLoughlin (paint bike lanes through the intersection, add a traffic light sensor for bikes)* Ensure that northbound and southbound bike traffic have clear space on 17th avenue south of McLoughlin to navigate safely. Right now, they have to cross over to 17th ave and \"take the lane\" to get from the 19th Ave greenway (south of McLoughlin) to the 17th Ave bike lane (north of McLoughlin).* Provide bike-compatible traffic signals at major intersections (e.g. Bybee and Tacoma).

Comment ID 3479 **MapApp ID** 2145 **Commenter** Brad Buran **Date Received:** 3/5/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This street needs better options for pedestrians to cross, especially between Bybee and Tacoma. Cars travel at high speeds through this corridor and rarely yield to pedestrians at unmarked crossings.

Comment ID 3480 **MapApp ID** 2146 **Commenter** ryan fedie **Date Received:** 3/5/2015

Organization:
Topic(s):

District: West Central City
Tagged?

Staff Recommendation:

Comment:

This project seems of dubious value and high cost. You could deprioritize this project and fund a majority of the many projects in SW & NW that are currently not prioritized (within the constrained revenue forecast). This area is well served by bus, pedestrian and bike accessibility while the vast majority of SW & NW are not.

Comment ID 3481 **MapApp ID** 2147 **Commenter** Pam Nooyen
Organization:
Topic(s):

Date Received: 3/6/2015
District: Northeast
Tagged?

Staff Recommendation:

Comment:

Sidewalks are sorely needed for connectivity and walkability for this wonderful neighborhood. This is a school route for many folks. It seems like 92nd has become a cut through for people avoiding 82nd, the speeds can get high and frankly scary.

Comment ID 3482 **MapApp ID** 2148 **Commenter** Al Brown
Organization:
Topic(s):

Date Received: 3/6/2015
District: East
Tagged?

Staff Recommendation:

Comment:

Along with the proposed bike and pedestrian improvements, the line of sight (blind spot) just north of I-84 first needs to be corrected. Accessing NE 148th from the east for either direction of travel is extremely hazardous. Increasing the use of this corridor by pedestrians and bicyclists will increase that hazard for all users.

Comment ID 3483 **MapApp ID** 2157 **Commenter** Nolan Lienhart
Organization:
Topic(s):

Date Received: 3/6/2015
District: Northeast Central City Southeast
Tagged?

Staff Recommendation:

Comment:

Please consider the air quality implications of having a bike/pedestrian trail next to a freeway. Riding a bike several miles in this corridor on a regular basis could be terrible for respiratory health. Strategies to mitigate air quality impacts should be paired with this project.

Comment ID 3484 **MapApp ID** 2158 **Commenter** Roger Averbeck **Date Received:** 3/7/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

If Capitol Hwy does not become a SW Corridor HCT alignment (to access PCC), initiate a discussion and consideration of a lane diet between SW Huber south to the entrance to PCC Sylvania. This segment has excess capacity and needs traffic calming plus crossing improvements at: Dickenson (access to Holly Farm Park); and Coronado or Vacuna (neighborhood access to transit as well as the Sylvania and West Portland Natural Areas).

Comment ID 3485 **MapApp ID** 2159 **Commenter** Roger Averbeck **Date Received:** 3/7/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project should be identified as a \"Corridor Connection\" on the SW Corridor HCT Plan. It is not. If a HCT alignment on Barbur is selected; sidewalks on this connection will become more important. If the Hillsdale HCT loop is selected the project will be completed, but it needs to be added to the SW Corridor project list.

Comment ID 3486 **MapApp ID** 2160 **Commenter** Roger Averbeck **Date Received:** 3/7/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This long overdue project would serve to connect the \"land locked\" neighborhoods to the north of I - 5 to Barbur, Markham Elementary School, and beyond to PCC Sylvania. The project needs to connect to the new crosswalk on Barbur at Luradel. Obviously the Markham Bridge project should leverage improved ped and bike facilities on SW 48th / Alfred.

Comment ID 3487 **MapApp ID** 2161 **Commenter** Roger Averbeck **Date Received:** 3/7/2015
Organization: **District:** West Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

If the Naito HCT alignment is selected by the SW Corridor Plan, much of this project would be completed. Even if Naito is not the selected alignment, several key elements should be

built asap: 1. A pedestrian crossing with Hawk Signal on Naito at Whitaker, with a widened sidewalk on the east side of Naito between Whitaker and Gibbs should become a stand alone project that is a near term (2 - 5 year) priority. 2. The antiquated and little used (non ADA) bridge over Naito at Hooker should be replaced with an at grade pedestrian crossing with Hawk Signal.

Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

1st priority segment is a sidewalk on the north side of Taylors Ferry between SW 10th and Terwilliger, plus widened shoulders / striped bike lanes on both sides from Spring Garden to Terwilliger. 2nd priority is start with a sidewalk on the north side of Taylors Ferry at SW 26th and extend to the east to at least SW 18th. The entire segment from SW 26th to Terwilliger needs bike lanes. Look for opportunities to provide safe crossings for transit users,for example near Spring Garden; 17th; and 26th.

Comment ID 3489 **MapApp ID** 2163 **Commenter** Roger Averbeck **Date Received:** 3/7/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

SW Palatine between SW 63rd and SW 64th needs a sidewalk on the south side. There is adequate space in the public ROW to build a sidewalk and maintain the on street parking on the south side.

Comment ID 3490 **MapApp ID** 2164 **Commenter** Lisa Gladstone **Date Received:** 3/7/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Re Adding additional tracks and capacity along the corridor in discussion. This area is not industrial. It is residential. the Health & Safety of the residents must be considered, There are adequate studies that address the surrounding issues of noise and pollution generated by working on the tracks. There are safety concerns given the loads the trains are carrying and the potential hazards. There are schools, colleges, businesses and residents whose Health and Safety must be prioritized.

Comment ID 3491 **MapApp ID** 2165 **Commenter** Maija Spencer **Date Received:** 3/7/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I am concerned that the Mixed Used zoning includes vehicle service and repair. I do not think that either of these uses are compatible on Dekum St with the current mix of single family homes, apartments, and largely dining focused businesses with lots of outdoor seating. Please consider limiting the zoning here.

Comment ID 3492 **MapApp ID** 2166 **Commenter** Maija Spencer **Date Received:** 3/7/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I am concerned that the proposed mixed used - dispersed zone includes vehicle service & repair. I do not think that is compatible with the current mix of single family, multifamily, and retail/restaurants with outdoor dining on NE Dekum. Please limit the zoning here.

Comment ID 3493 **MapApp ID** 2167 **Commenter** Roger Averbeck **Date Received:** 3/8/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Break the project down to small segments: ie complete the 1400 foot sidewalk gap on the north side of Boones Ferry to the southwest of Stephenson. Add a sidewalk or at least an extended shoulder on the east side from the LCC Huston Sport Complex north to the intersection with Terwilliger. If any BES or PBOT maintenance work occurs, add shoulders! Do not grant any sidewalk waivers for infill development on collector streets.

Comment ID 3494 **MapApp ID** 2168 **Commenter** Roger Averbeck **Date Received:** 3/8/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Start by extending sidewalks east and west (on both sides of Stephenson) from SW 27th / Stephenson Elementary School. Additional Crosswalks should be added by the SR2S program. Extended shoulders are not an appropriate facility for school children on a collector street with a speed limit of 35 mph.

Comment ID 3495 **MapApp ID** 2169 **Commenter** Ben Weber **Date Received:** 3/8/2015
Organization: **District:** Northeast Central City

Topic(s):

Tagged?

Staff Recommendation:

Comment:

The NE 13th/14th Bikeway should be made a sooner priority than the 11-20 year timeframe currently proposed. As a key link from Woodlawn School and Park all the way to Lloyd Center and ideally connecting to an I-84 crossing, this connection will help reduce the deficiency of North/South bike routes between existing facilities on Williams/Vancouver, less-than-ideal routes on NE 7th, and the planned 20s bikeway. This route would face low automobile conflict points, less steep hills than further east, and some of the only direct connections N/S that avoid the \"superblocks\" north of Alberta. Please make this neighborhood connection a priority, especially considering the underserved populations in the area.

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|----------------------|------|------------------|------|------------------|----------------|-----------------------|----------|
| Comment ID | 3496 | MapApp ID | 2170 | Commenter | Roger Averbeck | Date Received: | 3/8/2015 |
| Organization: | | | | | | District: | West |
| Topic(s): | | | | | | | Tagged? |

Staff Recommendation:

Comment:

Wait and see until SW Corridor HCT alignment decisions are made in 2016. If a Barbur or Naito alignment are selected, a new connection to Marquam Hill will be included in the transit project.

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|----------------------|------|------------------|------|------------------|-----------|-----------------------|------------------------|
| Comment ID | 3497 | MapApp ID | 2171 | Commenter | Ben Weber | Date Received: | 3/8/2015 |
| Organization: | | | | | | District: | Northeast Central City |
| Topic(s): | | | | | | | Tagged? |

Staff Recommendation:

Comment:

I generally support this route, though I have concerns about the two-block alignment on NE Fremont. Will PBOT be pursuing significant grade separated bikeway facilities here? Please do. The two-way cycletrack on NE Going at 33rd could be a copied model. The automobile traffic at Fremont/7th is too great for this to be a comfortable, family-friendly route if it is in-roadway. I'd advocate for additional vertical deflection on 7th and possible traffic diversion on NE 9th where it crosses Alberta. This is a challenging, high-speed stretch of street with turning automobile conflicts. Similarly, on-street parking near Alberta Market at 9th/Alberta is high-turnover and difficult to navigate through during busy times.

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| Comment ID | 3498 | MapApp ID | 2172 | Commenter | Anna Kirgiorgis | Date Received: | 3/8/2015 |
| Organization: | | | | | | District: | Northeast |
| Topic(s): | | | | | | | Tagged? |

Staff Recommendation:

Comment:

Living on 71st in the Greenway neighborhood and being a bike commuter I support this project! I am less likely to ride up and cross Fremont to get to Klickitat or ride down to Prescott to get to Going. I have to cross two major streets if I do that. I often use Skidmore or Mason and think it would benefit the community to have a safer bike / pedestrian through way

that connects Wellington Park and the library!

Comment ID 3499 **MapApp ID** 2173 **Commenter** Jacob **Date Received:** 3/8/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The greenway would be an excellent addition to the neighborhood providing safe access from 47th to the library. Previous comments mention Going as a close enough and easy route, but there is nothing between Fremont and Prescott (both of which have constant, uncourteous, high speed traffic) that is safe for responsible children, currently.

Comment ID 3500 **MapApp ID** 2174 **Commenter** Blythe and Remy Olson **Date Received:** 3/8/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Preserving this property for use as a grocery store makes sense and honors the commitment made by the City over 30 years ago to prohibit other commercial uses. We have lived (and continue to live) in this neighborhood for nearly 25 years, quite close to this property. As SW Patton Rd has been used by more suburban commuters over the years to avoid the bottleneck of Sunset Highway, traffic volume has increased exponentially and safety for resident families both driving and walking in the vicinity of Strohecker's/Lamb's and Portland Heights Park has been seriously compromised. The 25-mph speed limit is routinely exceeded and the unlit crosswalk frequently ignored by speeding cars. The 2-way left turn lane for access to the market resembles a game of driver "chicken" as vehicles try to use the same space for left turns into Strohecker's and onto Old Orchard Rd. We feel very strongly that adding any further commercial enterprise to this land or introducing multi-family housing will add to existing gridlock and safety hazards for neighbors and will violate promises made by the City Council in 1984 when Strohecker's was allowed to expand to its present size. In addition, Strohecker's currently includes a cafe, post office, liquor store, pharmacy and delicatessen, serving multiple needs. Finally, the shopping mall that includes Zupan's is 4 minutes and that for New Seasons 7 minutes away with many other businesses similarly close. This is our home and one of the oldest residential neighborhoods in Portland, not at all suitable to become an expanded commercial center.

Comment ID 3501 **MapApp ID** 2175 **Commenter** Roger Averbeck **Date Received:** 3/8/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The top priority segment for bike lanes and a south side sidewalk is Taylors Ferry from Capitol Hwy west to SW 48th Ave, over Woods Creek.

Comment ID 3502 **MapApp ID** 2176 **Commenter** Ted Buehler **Date Received:** 3/8/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Burnside needs excellent quality bicycle facilities to allow folks from Montavilla and further east the option to commute downtown by bicycle. Please include buffered bike lanes or a cycletrack. Enabling commuters to switch from car to bike reduces car traffic, traffic congestion and parking demand for motorists along their entire route.

Comment ID 3503 **MapApp ID** 2177 **Commenter** klebba **Date Received:** 3/8/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

In 1984 the City of Portland adopted an ordinance to define the use of the Strohecker Store property. It appears, the ordinance was adopted to legitimize Stroheckers as a neighborhood grocery store and protect the residential character of the SW Hills residential area. Any changes to the existing 1984 ordinance may negatively impact residential livability, traffic patterns, pedestrian and vehicle safety for the entire area. In addition, changes may open the door to more commercial enterprises within this residential area. I strongly oppose any deviation from the existing language of the ordinance or changes to the existing usage of the property.

Comment ID 3504 **MapApp ID** 2178 **Commenter** Jana Olsen **Date Received:** 3/8/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

While, I support this Greenway, the timeline given is just unacceptable. This Greenway would be extremely beneficial to the neighborhood, including providing a safe route to the school. Please consider completing this in 1-5 years.

Comment ID 3505 **MapApp ID** 2179 **Commenter** Jana Olsen **Date Received:** 3/8/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I completely agree with the other comments and the skepticism involved with this project. The last thing we need to do is increase the number of trains going through Woodlawn. I worry this would just end up increasing the air pollution from diesel particulates. The people who will suffer most from this pollution are the children of nearby Woodlawn Elementary whose population consists of many low income families as well of those of color. This is already an under served part community who have enough pollution from the current trains and tracks.

Comment ID 3506 **MapApp ID** 2182 **Commenter** Gary Rule **Date Received:** 3/9/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support rezoning Eastmoreland for several reasons. The city should strive to maintain diverse neighborhoods and housing opportunities. The city's plan should accommodate everyone regardless of income bracket. Large lots and craftsman homes are a draw for middle to upper income families who want to live close in. Many of the arguments against rezoning Eastmoreland are simply discriminating against another group of people.

Comment ID 3507 **MapApp ID** 2149 **Commenter** Nolan Lienhart **Date Received:** 3/6/2015
Organization: **District:** West Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

Huge priority, connecting the highest density residential neighborhood in the state to the central city. Other routes are either dangerous or circuitous, due to the Everett-Glisan couplet intersecting with the I-405 ramps. Would be great to see this in the next five years.

Comment ID 3508 **MapApp ID** 2150 **Commenter** Nolan Lienhart **Date Received:** 3/6/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please prioritize. This link is a major enhancement for users of the regionally significant Washington Park trail system. Consider seeking philanthropic contributions, and possible bridge naming opportunities, to accelerate the projects.

Comment ID 3509 **MapApp ID** 2151 **Commenter** Nolan Lienhart **Date Received:** 3/6/2015
Organization: **District:** Central City

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Please prioritize these improvements in the near term. Burnside can be a great street if we improve safety and street frontage, with an emphasis on pedestrians!

Comment ID 3510 **MapApp ID** 2152 **Commenter** Nolan Lienhart **Date Received:** 3/6/2015
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is a critical improvement that will provide redundant pathways to the greenway trail, which is not a particularly strong transportation route for bikes (in part due to sharp curves and conflicts with pedestrians).

Comment ID 3511 **MapApp ID** 2153 **Commenter** Nolan Lienhart **Date Received:** 3/6/2015
Organization: **District:** West Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please prioritize as soon as possible. We are falling far behind peer cities.

Comment ID 3512 **MapApp ID** 2154 **Commenter** Nolan Lienhart **Date Received:** 3/6/2015
Organization: **District:** West Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

Consider four-way stop signs along the North Park Blocks, to slow traffic and prioritize the pedestrian.

Comment ID 3513 **MapApp ID** 2155 **Commenter** Nolan Lienhart **Date Received:** 3/6/2015
Organization: **District:** West Central City

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Please consider impact to Couch Street, which is currently a slow-traffic street that favors pedestrians. The eastside Burnside-Couch Couplet shows that one-way streets facilitate movement of traffic at the expense of free-flowing pedestrian movements. NW Couch is and can continue to be a great pedestrian street without changes.

Comment ID 3514 **MapApp ID** 2156 **Commenter** Nolan Lienhart **Date Received:** 3/6/2015
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is a hugely significant and catalytic project that is regionally significant. Please prioritize funding and completing in the near term.

Comment ID 3515 **MapApp ID** 2180 **Commenter** Stephen Grieco **Date Received:** 3/9/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Those with decision making responsibility and power need to ensure any capital project 1) improves public safety through improvements to air quality and protective measures on toxic freight transported through the corridor, 2) addresses the long standing issue of "noise pollution" (train horns) and 3) otherwise improves quality of life metrics for all residents. As our neighborhood is taxed at ever higher levels, local and state governments that benefit from the increased revenue have increased responsibility to uphold the social contract. Property taxes on our parcel recently increased from roughly \$800/year to over \$3,500/year. With that increase my family and I have higher expectations for improved quality of schools, and protection from all dangers, including those that would result from increased industrial freight traffic. As you may be aware:- Multnomah County has the 4th highest concentration of diesel exhaust of all US counties. Near transportation corridors or rail yards, levels of diesel pollution are over 10 times health benchmarks.- Although there are no areas of Multnomah County with safe levels of diesel pollution, the pollution "hot-spots" are in neighborhoods with higher proportions of residents who are people of color and/or low-income. The Health Department's most recent analysis of racial and ethnic health disparities found that areas of the county with higher proportions of communities of color have concentrations of diesel pollution 2-3 times that of areas that are majority non-Latino white.- Exposure to diesel engine exhaust causes cancer, increases the risk of heart attack, stroke, and cardiovascular disease, exacerbates asthma and can lead to low-weight and preterm births. There is also a growing body of evidence linking traffic-related air pollution, including diesel exhaust, to neurodevelopmental disorders like Autism Spectrum Disorder.- Children are especially vulnerable because their lungs are still in the developmental phase and they breathe, on average, 50 percent more air per pound of body weight than adults. Please focus on investment in green infrastructure and jobs, not freight focused industries that adversely and unfairly impact the health of our community. Do not double track the Kenton line if it means more diesel-powered trains or hazardous material transport near our neighborhood and our school.

Comment ID 3516 **MapApp ID** 2181 **Commenter** Stephen Blanton **Date Received:** 3/9/2015

Organization:

Topic(s):

District:

North

Tagged?

Staff Recommendation:

Comment:

All commercial truck traffic should be required to use the Columbia Blvd route. The roads are design to handle the heavy loads as compared to Lombard and Fessenden. Allowing increased truck traffic through the ever increasing dense neighborhood is short-sighted and will lead to conflicts between growth and safety. The saving in commute times between Columbia route and the Fessenden/Lombard route is not worth the design and safety improvements required. Nor is it worth the adverse impacts to the growth of the neighborhood.

Comment ID 3517 **MapApp ID** 2183 **Commenter**

Kristina Gifford

Date Received:

3/9/2015

Organization:

District:

West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I live in the area and am glad to see the proposal to reduce potential density in the area. There are many seeps, streams, ravines, and fairly steep slopes in the neighborhood, as well as green corridors that provide wildlife habitat and connectivity. It makes sense protect water resources and wildlife connections by limiting development potential in sensitive areas.

Comment ID 3518 **MapApp ID** 2184 **Commenter**

Kristina Gifford

Date Received:

3/9/2015

Organization:

District:

West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

The project cost is quite high. Would additional right-of-way be needed for this project? Limited sight distance (due to curves) and narrow shoulders with ditches present some safety risk for pedestrians and cyclists on SW Lancaster. I hope travel lanes will not be widened because drivers already exceed the posted speed limit.

Comment ID 3519 **MapApp ID** 2185 **Commenter**

Kristina Gifford

Date Received:

3/9/2015

Organization:

District:

West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Providing a pedestrian path/sidewalk along Taylors Ferry Rd would really improve pedestrian safety. I suggest pedestrian improvements on one side of Taylors Ferry between SW 26th

Ave and Spring Garden; on both sides between Spring Garden and Terwilliger. Bike lanes on both sides between SW 35th and Terwilliger.

Comment ID 3520 **MapApp ID** 2186 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a resident of the neighborhood, this is a great idea, it would be amazing to feel comfortable walking down Killingsworth. Thanks!

Comment ID 3521 **MapApp ID** 2187 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This bikeway would make the northern portion of Fernhill park a lot more accessible, I fully support it.

Comment ID 3522 **MapApp ID** 2188 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This street definitely needs to be improved, it's full of potholes and provides a critical bike connection to the airport - and is the weakest link in that route.

Comment ID 3523 **MapApp ID** 2189 **Commenter** Erinne Goodell **Date Received:** 3/9/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

Hayden Island is important habitat that should be protected as open space and preserves. Focus industrial development on less sensitive areas and existing brownfield areas.

Comment ID 3524 **MapApp ID** 2190 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:**

Topic(s):

Tagged?

Staff Recommendation:

Comment:

This bridge would be good to be upgraded. It's a bit stressful when biking across it but provides a great connection in the bike network. However, it's worse for people walking. Providing both dedicated bike and ped facilities would be amazing.

Comment ID 3525 **MapApp ID** 2192 **Commenter**

Kirk Paulsen

Date Received: 3/9/2015

Organization:

District: Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I support the idea of implementing our planned greenways, but only if we use more diversion at the time of constructing the greenway. Not afterward. This street is pleasant, it'd be wonderful to keep it that way while being a greenway.

Comment ID 3526 **MapApp ID** 2191 **Commenter**

Andrew Alvis DC

Date Received: 3/9/2015

Organization:

District: Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I have owned and lived at a property on Weidler since 1998. Weidler is a wide 2 lane freeway that parallels the Banfield. It is very under-utilized for a growing city that has an under-utilized commercial corridor being Broadway. The north side of Weidler should be rezoned to commercial mixed use CX, and the south side of Weidler should be changed to high density residential at a minimum of RH. Between Weidler and Halsey there are numerous multi-family structures that already 'step down' into the residential core of the neighborhood.

The south side of Weidler needs to be maximized as we look to the large growth of the city well into the future. The corridor is perfect for it, and can support it. For example, if you look at what has occurred on SE Division, Weidler as a corridor would be a far better use for this type of development. Higher density with higher building height would allow for parking investment. This is smart development that addresses the number one concern that the neighborhood has -PARKING. RH or RX would best suit the south side of Weidler from 17th east to 21st, or at least 19th. Between Broadway and Weidler from 17th to 21st should be maximized to CX zoning. Again, it must not be under-scaled so that responsible investment and development can include sufficient parking. Monolithic structures should not be allowed, but smart design with step-up design from the street should occur on both sides to prevent shadow and looming structures on both sides of the street. This corridor has a bus line, and has potential for a streetcar in the future. With increased density there is opportunity to add signals and crosswalks to slow down the traffic and create better connectivity from the neighborhood to the commercial corridor.

Comment ID 3527 **MapApp ID** 2193 **Commenter**

Kirk Paulsen

Date Received: 3/9/2015

Organization:

District: Northeast Central City

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I fully support the idea of a bikeway along this stretch of town. However, I would really like to see the route along 7th much more than along 9th. 9th is bumpier, hillier, 7th is really smooth and direct. NE 7th deserves some traffic calming /diversion to allow the residents along the street to live on less of a speedway during rush hour traffic avoiding MLK. This would also line up well with the planned bike/ped bridge over I-84 likely using the NE 7th Avenue alignment.

Comment ID 3528 **MapApp ID** 2194 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

Is this the future that we really want? More freeway travel lanes!? More auto addiction!?Let's be smart about our growth, and not wasteful - which this project has already been too much of.Strong NO to the CRC.

Comment ID 3529 **MapApp ID** 2195 **Commenter** Erinne Goodell **Date Received:** 3/9/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I ride the northernmost section (Ankeny and northwards) of this route very frequently. I'm very supportive of the project. However, diverters are definitely needed to make this - and all greenways - safer. I ride the northern portion of this route from Burnside frequently, and north of Regence and other areas have too much cut-through traffic.

Comment ID 3530 **MapApp ID** 2196 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

Our region definitely needs better transit connections to/from Vancouver. But not if it is part of the CRC.Assuming that it isn't lumped into a freeway widening extravaganza, I'd likely support the plan to introduce light rail to Vancouver.

Recommendation:

Comment ID 3531 **MapApp ID** 2197 **Commenter** Erinne Goodell **Date Received:** 3/9/2015

Organization:

Topic(s):

District:

Tagged?

Staff Recommendation:

Comment:

Killingsworth can definitely benefit from some love. I'm a resident of the neighborhood, and I would love to feel comfortable and safe walking along this street. It's really important to work to maintain the character and residents of this historically black neighborhood, and I hope all development will be done with this in mind.

Comment ID 3532 **MapApp ID** 2198 **Commenter**

Kirk Paulsen

Date Received: 3/9/2015

Organization:

District: North

Topic(s):

Tagged?

Staff Recommendation:

Comment:

This area should remain an open natural space. It shouldn't be 'developed', that would not be an 'improvement' by any means.

Comment ID 3533 **MapApp ID** 2199 **Commenter**

Kirk Paulsen

Date Received: 3/9/2015

Organization:

District: North Northeast East

Topic(s):

Tagged?

Staff Recommendation:

Comment:

This would be amazing to have - fully support it!

Comment ID 3534 **MapApp ID** 2200 **Commenter**

Kirk Paulsen

Date Received: 3/9/2015

Organization:

District: Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I fully support the idea of making it easier to get to the airport by bike!

Comment ID 3535 **MapApp ID** 2201 **Commenter** Erinne Goodell **Date Received:** 3/9/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

This section is sorely in need of bike facilities and traffic calming. It's a stupendous route north/south for bikes because of the proximity to MLK and easy grade, and I use a section for my daily commute. But there is SO much cut-through car traffic that really should be on MLK or 15th. It's a neighborhood street, and people drive through it too fast and unsafely. It needs treatments to dissuade people from driving autos over long stretches.

Comment ID 3536 **MapApp ID** 2202 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support the idea of reducing auto trips to/from the airport. More frequent light rail would be great, but bus service directly to the airport from the northern portion of NE Portland would save a lot of time! Right now the best transit time is about an hour when driving only takes 15 minutes - it's gotta be more competitive than that. Also the bike plans to/from the airport are great and should be fully implemented!

Comment ID 3537 **MapApp ID** 2203 **Commenter** Erinne Goodell **Date Received:** 3/9/2015
Organization: **District:** West Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

HAHAHAHAHAHA. Bike share. Ha. Right. I'll believe that when I see tires rolling. Or at least when a lead sponsor is identified and money is in hand. In all seriousness, I very much support bike share. I've had really good experiences on systems elsewhere in the U.S. It would be great for tourists, and hopefully could be made to be relevant for daily commuters and other locals. I have concerns about lack of equity for areas further out, but I think instituting a system in the inner city NOW with plans for expanding to lesser served areas of the city is the best option. Bike share now, please.

Comment ID 3538 **MapApp ID** 2204 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** West Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This needs to happen, it's getting ridiculous that Portland hasn't gotten this figured out. Let's get something on the ground and build from there. We need to show people it's not as scary as it may seem, but it's just everyday people using a bike to get around town.

Comment ID 3539 **MapApp ID** 2205 **Commenter** Erinne Goodell **Date Received:** 3/9/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This would be an amazing asset to bike infrastructure! Please prioritize this path.

Comment ID 3540 **MapApp ID** 2206 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Yes, this area needs much help in calming the traffic!

Comment ID 3541 **MapApp ID** 2207 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** Northeast East
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project needs to happen sooner than later, especially the bike/ped facilities aspect. Bike routes NEED to be on our diagonal streets if we want people to feel like biking is just as convenient, or more convenient, than driving. Otherwise we'll never reach our stated goals. More bike routes on the major streets, please!

Comment ID 3542 **MapApp ID** 2208 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

It'd be great to calm 72nd Avenue traffic a bit and introduce a more defined bikeway along that stretch. Also agree that a connection to Alderwood at the northern end would be amazing to have.

Comment ID 3543 **MapApp ID** 2209 **Commenter** Erinne Goodell **Date Received:** 3/9/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Sandy is such a convenient route. A world-class separated bike facility would be a boon to bicyclists and businesses alike. I occasionally ride on Sandy these days when it's convenient, but it's never a pleasant experience. Even with 4 travel lanes, people driving are often not satisfied sharing the road with bicyclists. And commercial streets like Sandy will have nothing but benefits from increased bike traffic.

Comment ID 3544 **MapApp ID** 2210 **Commenter** Kirk Paulsen **Date Received:** 3/9/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support this project. Not much good room for walking right now.

Comment ID 3545 **MapApp ID** 2211 **Commenter** Doug Coates **Date Received:** 3/10/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I am strongly opposed to reduction of basic grocery, pharmacy and post office services for a neighborhood that has No Access to public transit for the majority of the time, despite being 2 miles from the downtown core.

Comment ID 3546 **MapApp ID** 2212 **Commenter** elisa m hornecker **Date Received:** 3/10/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The area around Strohecker's is already congested, with high/over the speed limit traffic on SW Patton Road. The small store with needed services of pharmacy & post office adds to the charm & livability of the neighborhood. Crossing Patton to the store & park is already very dangerous as is trying to cross Patton from SW Montgomery Drive! We can't afford to add to this already dangerous driving situation. Keeping the site as is with improved traffic signaling at the crosswalk is optimal, adding housing and more traffic issues will decrease the livability of the neighborhood. The operative word being "neighborhood" -

Comment ID 3547 **MapApp ID** 2213 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

The University Park Neighborhood Association (UPNA) Board and Land Use Committee AGREES that this parcel should be zoned Institutional. However, given it's Superfund status and the remediation done, most of the property is not conducive to residential (particularly) or commercial uses. It is also difficult to access.

Comment ID 3548 **MapApp ID** 2214 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

The UPNA Board and Land Use Committee are against mixed use on these parcels because the location is not near a community center and there is limited parking on a busy street adjacent to a bridge that is a 2 on a private bridge scale. If development were to occur, the UPNA would like it to be no more than 2 stories with off street parking, yet this Mixed Use designation would allow greater heights and is auto development. The parcels are served by transit and is THE major bicycle and running route in North Portland. Thomas Karwaki, Chair of UPNA 2011-14 and 2015 Vice Chair and Land Use Chair.

Comment ID 3549 **MapApp ID** 2215 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

The UPNA Board and Land Use Committee agree with this change from Industrial to Open Space.

Comment ID 3550 **MapApp ID** 2216 **Commenter** Bridget Quinn **Date Received:** 3/10/2015

Organization:

District:

Southeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

This development is killing our neighborhoods. Decreased privacy, decreased property values, and decreased livability. Parking is an issue, and so is traffic. As it is, it is nearly impossible to turn left onto 50th off of any of the East streets during rush hour. An apartment building of that size is going to introduce many more cars entering and exiting off of 50th, which is heavily used by pedestrians and bicyclists. Safety is going to be a difficult goal to accomplish if development continues to happen in this once quiet neighborhood. Look what has happened to SE Division Street. Do we want all of Portland to become as congested and unfriendly as that?

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 2/23/2015 to 2/27/2015

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

Comment ID 3261 **MapApp ID** 2074 **Commenter** Leslie Smith

Date Received: 2/23/2015

Organization:

District: North

Topic(s):

Tagged?

Staff Recommendation:

Comment:

The zoning on the map is appropriate, do not extend to Edison and Burlington. Two things I'd like to see-a 4 way stop on the corner of Burlington and Willamette. Southbound cars on Burlington turning east on Willamette go too fast coming up the hill. Its very dangerous for pedestrians crossing by Leavitt, we can't see the cars and they can't see us. There is lots of complaining by people who have almost gotten hit by cars, especially when one considers that Portland wants to encourage pedestrians/bikes. This could really be a major headache when the area develops and Burlington is a major access to the area. Second-a designated walkway that goes from Willamette cove through this area to the park that has sculptures.

Comment ID 3262 **MapApp ID** 2075 **Commenter** Kem Marks

Date Received: 2/23/20**Organization:** **District:**

East

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I fully support the decision to down zone this area. Until the infrastructure is in place to allow for a more dense population, we should not cram more people into this area. Bring the sidewalks, crosswalks, drainage, parks, and other amenities and then we can talk about more people. And the next time, it should be done with buildings that resemble an urban area and not suburban sprawl.

Comment ID 3263 **MapApp ID** 2076 **Commenter** Kem Marks **Date Received:** 2/23/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Very necessary project. If this project is implemented, TriMet will increase service frequency and lengthen the schedule. The #71 is one of the busiest lines in the TriMet system. There are very few rapid flashing beacons on SE 122nd, and they are the only way to get drivers to stop at a crosswalk. The distance between lights is too long to walk to, especially for older people or others with mobility difficulties. Better service on the #71 is also extremely important for increasing access to the Columbia Corridor where good paying jobs exist. It will also increase access to commercial areas along SE 122nd for those who do not drive a car.

Comment ID 3264 **MapApp ID** 2077 **Commenter** Adam Herstein **Date Received:** 2/24/2015
Organization: **District:** East Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The Hawthorne/Belmont-50th-Foster Streetcar line should be built. It will help connect the growing Foster-Powell neighborhood to other established commercial districts in SE.

Comment ID 3265 **MapApp ID** 2078 **Commenter** Adam Herstein **Date Received:** 2/24/2015
Organization: **District:** East Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The Foster Streetscape Project should include protected or curb-separated/raised (Copenhagen-style) bike lanes, instead of the door-zone lanes currently proposed in the Plan. As proposed, the bike lanes would cause more conflicts and be far less safe than a separated bike facility. The currently proposed Plan is a step backwards, not forwards.

Comment ID 3266 **MapApp ID** 2079 **Commenter** **Date Received:** 2/24/2015
Organization: **District:** East Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Comment ID 3267 **MapApp ID** 2080 **Commenter** Adam Hertstein **Date Received:** 2/24/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Comment:

Separated and curb-raised bike lanes should be installed for improved safety.

Comment ID 3268 **MapApp ID** 2081 **Commenter** Adam Herstein **Date Received:** 2/24/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Separated and curb-raised bike lanes should be installed for improved safety.

Comment ID 3269 **MapApp ID** 2082 **Commenter** Eric Iverson **Date Received:** 2/24/2015
Organization: **District:** West Northeast Central City Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

I fully agree with the 3 points above. Additionally, I travel often for work and LOVE when I can use a bike share. I save money by not having to get a car/taxi and get some exercise while REALLY seeing the city, rather than it whizzing by. It can reduce traffic, reduce health care costs, CO2 emissions, etc. Why Portland doesn't have one astounds me. Please find a sponsor(s) and make this happen. Also, enlarge the area.

Recommendation:

Supports Bike Share. -NStark 3/6/15

Comment ID 3270 **MapApp ID** 2084 **Commenter** Allan Rudwick **Date Received:** 2/24/2015
Organization: **District:** Northeast

Topic(s): Transportation + TSP + parking

Tagged?

Staff Recommendation: No Change

Comment:

This offramp could be significantly shortened and connected to Kerby avenue at a significantly different location. The On- and Off-ramps could be substantially seperated from each other for traffic safety. The land reclaimed by this process could be used for quite a few things, including Hospital projects, housing and/or as a land swap with the hospital so that they could give back land along Vancouver and Williams that they took in Urban Renewal 45 years ago. This should be more of a priority for the city than it is now.

Comment ID 3271 **MapApp ID** 2093 **Commenter** Allan Rudwick **Date Received:** 2/25/2015
Organization: **District:** Northeast Central City
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

NE 7th should be the route all the way past NE Alberta. There are less hills and there is tremendous value to having a continuous route the whole way. Additionally, NE MLK is a very uncomfortable street to bike on and having a nearby detour will help discourage bicycling on the sidewalks of MLK where there are pedestrian conflicts

Comment ID 3272 **MapApp ID** 2094 **Commenter** Amanda Rhoads **Date Received:** 2/25/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I echo the other comments regarding concerns about excluding housing opportunities from this stretch of SE 82nd. The residents in this area want to see 82nd move away from used car lots and toward more neighborhood-supporting development. In the 8 years that I have lived in Montavilla, I have seen increasing numbers of families, cyclists and young professionals moving into the area. With the large areas of multi-dwelling zoning near 82nd, and the well-established single-family blocks, I would like to encourage 82nd to better serve the growing numbers of people expected in this area. I'm not convinced EG1 is the best way to do it.

Comment ID 3273 **MapApp ID** 2083 **Commenter** Eric Iverson **Date Received:** 2/24/2015
Organization: **District:** Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Powell is a disaster. Outer Powell is responsible for more deaths and crashes than most anywhere in the city. Inner Powell's design is pretty much the same. I avoid it like the plague as a cyclist and a pedestrian. There are very few crossings, and biking on it is a death wish. The speed limit is too high, and the facilities for multi-modal transportation aren't there.

A dedicated bus lane would be great so buses don't get stuck in the heavy traffic. Auto speeds often approach 50mph while going under the 17th ave bridge. Drivers often ignore or miss the crosswalk at 13th place, even with a red light. My blood pressure is going up as I think about all the issues along here.

Comment ID 3274 **MapApp ID** 2095 **Commenter** Sarah **Date Received:** 2/26/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please convert to Mixed Use Urban Center for more transit, diversity of development, etc. Sick of the blight and severance of community. It's offensive and it doesn't promote infill, walkability, stronger integrated communities, or other things inner Portland promises.

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|----------------------|------|------------------|------|------------------|------------|-----------------------|-----------|
| Comment ID | 3275 | MapApp ID | 2085 | Commenter | Pat Peters | Date Received: | 2/24/2015 |
| Organization: | | | | | | District: | West |
| Topic(s): | | | | | | | Tagged? |

Staff Recommendation:

Comment:

The Bridlemile Transportation Chair, David Martin, will be representing the BNA at the Transportation Systems Plan hearing this evening. Hundreds of neighbors have submitted encouraging suggestions on the "map app" about the importance of making Hamilton St. a safe place to walk. It is a route to Bridlemile Elem. School & to Hamilton Park. Yet, appropriately, families do not allow their children to walk on the dangerous street! There is not a place for people of any age to walk safely. There are ditches on each side of the hilly street. Please budget a new sidewalk on ONE side of Hamilton St, our main thoroughfare. I recommend along the north side of the street. It may be constructed in segments beginning at Shattuck Rd, moving to the east, as the budget allows. Some of our neighbors have been waiting for this for 48 years. Thanks, Pat

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|----------------------|------|------------------|------|------------------|------------|-----------------------|---------------------|
| Comment ID | 3276 | MapApp ID | 2087 | Commenter | Lew Scholl | Date Received: | 2/24/2015 |
| Organization: | | | | | | District: | Northeast Southeast |
| Topic(s): | | | | | | | Tagged? |

Staff Recommendation:

Comment:

Through the Montavilla Neighborhood I agree that portions of the 70's greenway should be a high priority - mainly between the I-84 crossing and Burnside. However, a much more important route is on 80th Avenue from NE Halsey all the way south to SE Division - as this provides connections between such places as JOIN, Milepost 5, the Glisan Business district, Vestal Elementary, Hong Phat Food Center, the METBA-Stark Street Business District, Bridger Elementary, and the PCC Southeast Campus - plus of course Montavilla park and all businesses along 82nd Avenue in that area. So far everyone in Montavilla that I've talked with about this agrees that this is the most important N-S bike route, and the Montavilla Neighborhood Assoc. board has endorsed this as a priority.

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|----------------------|--------------------------------|------------------|------|------------------|------------|-----------------------|----------------|
| Comment ID | 3277 | MapApp ID | 2086 | Commenter | Lew Scholl | Date Received: | 2/24/2015 |
| Organization: | | | | | | District: | East Southeast |
| Topic(s): | Transportation + TSP + parking | | | | | | Tagged? |

Staff Recommendation:

Comment:

I've been thinking about the issue of bike-ped access along Glisan and over I-205 since I moved to this area over 10 years ago. It's a very important but also a very difficult issue to solve. Especially between 82nd Avenue and I-205 there simply is not enough right-of-way width to accommodate bike lanes plus all the traffic. Currently the city's bike map shows this as a very hazardous area for biking and advises riding on the sidewalk. This is a poor solution and will become more and more of a problem as the demand increases with increased

population in the new low income housing in the Gateway Urban Renewal Area. There are many attractions and trip generators appropriate for bikers and pedestrians on either side of I-205 near Glisan and the number of these is growing. Not everyone is willing to go the several blocks out of the way to Burnside to cross. There will soon be a desperate need for another alternative. It would seem appropriate to have an attractive and safe bike-ped route for residents in the Gateway area to get to Montavilla Park and the growing number of attractions along 82nd Avenue. Gateway Green will become a big attraction for Montavilla residents, and Gateway Transit center already is. Yet there are places along these routes where sidewalk riding is essential to ride safely, while pedestrian access is unsafe and unattractive and will become more so with increasing bike traffic. Much more funding will be needed than the \$5.3 M shown here, as the only real solution will be a major bike-ped overcrossing of I-205. I can share some work that I have done to develop a possible alignment that could tap into a future neighborhood greenway starting at Oregon Street and winding through streets a few blocks north of Glisan. This structure would ramp up at a 5% slope along the existing berm, then cross in two spans to connect with the I-205 MUP. It appears that such an alignment could achieve the proper clearances and still maintain all slopes within ADA requirements.

Comment ID 3278 **MapApp ID** 2088 **Commenter** Erik Carr **Date Received:** 2/24/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

A neighborhood greenway on Mason St is a great idea and very much needed in the Roseway neighborhood. Mason St is a frequently used pedestrian and bicycle corridor in Roseway and provides easy access to Scott School, Wellington Park, and the Gregory Heights library. The lack of sidewalks and uncontrolled/unsigned intersections, however, make it a bit dangerous for all users. The traffic calming treatments of a greenway would improve safety for people who walk, bicycle, and drive in the neighborhood.

Comment ID 3279 **MapApp ID** 2089 **Commenter** Erik Carr **Date Received:** 2/24/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The NE Seventies greenway has great potential to provide Roseway and Cully residents with safe access to the new Cully Park and Colwood natural area. It also provides an opportunity to re-envision the underutilized 72nd Ave park blocks, possibly incorporating a pedestrian/bicycle pathway through the park blocks. A community garden/nature play area at the intersection of the Seventies and Mason greenways would be ideal!

Comment ID 3280 **MapApp ID** 2090 **Commenter** Patrick Burke **Date Received:** 2/24/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This zone should be changed to CN1 or comparable, not CN2. The area does not need shopping centers with parking. 52nd Ave at this point already has full street parking on both sides and bikes lanes. There is enough parking on 52nd Ave to accommodate full scale development of this small commercial area. Encouraging and requiring more parking for commercial use will only lead to more accidents as cars attempt to pull in and out of 52nd ave from those parking lots. There are already many small accidents at the corners of 52nd and Bybee and 52nd and Rural. Also, the recently built red commercial building on the East side of the street between Rural and Bybee provides no customer parking and it

looks great!! That is exactly the type of development we need to encourage here -- they (builders of the red building) may received an exemption due to transit frequency. However, transit frequency changes with budgets and the 71 line has wavered in its frequency over the years. SET THIS ZONE TO CN1 or equivalent so that building like that red one can continue to get built independently of the frequency of line 71. As a rule of thumb, parking for small scale, storefront-style commercial use should not be required in Portland on any main road that can accommodate street parking. Dispersed parking lots makes areas unattractive and creates a feeling of less safety. I am not, however, referring to residential parking above storefronts -- residential units should require some parking to prevent apartment residents from taking up all the parking spaces in denser areas just to store their personal property indefinitely.

Comment ID 3281 **MapApp ID** 2091 **Commenter** Jen Smith **Date Received:** 2/25/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I would like to see the two quasi-parking lanes between 47th and 60th looked at in a way that addresses safety for all users. This throughway is practically impossible to cross during peak hours unless at a light (47th, 53rd and 60th). The lanes are so narrow that two cars/trucks/bus can barely - if at all - travel at the same time they need to stagger and hope to not swipe each other. Then there is a parked car - and everything grinds to a stop or people get cut off. Please consider taking out a driving lane and putting in a bike lane. There is plenty of parking along this stretch along the side streets and only a few businesses that will still have plenty of parking on side streets. Look at what was done along Burnside when it had an exact set up with the \"peak commute no parking signs\" creating a similar flow could offer a much more enjoyable (read: safer) experience for all modes of travelers along this unintended but real speedway.

Comment ID 3282 **MapApp ID** 2092 **Commenter** Allan Rudwick **Date Received:** 2/25/2015
Organization: **District:** West Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Why is Irvington included but not Boise? This is goofy, Bike Share works better in higher density areas. Most of Irvington should be excluded to add Mississippi area and Williams up to at least Skidmore. Phase 2 will be better. Have you looked into Gen 4 Bikeshare? Open system, smart locks not smart docks? I think it would be good to take advantage of the technology that exists now rather than what existed when we first started this effort this 10 years ago

Comment ID 3283 **MapApp ID** 2096 **Commenter** sarah felix **Date Received:** 2/26/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I completely agree with the previous comments that: the current zoning needs to change to R1 to fit the scale of the neighborhood; the proposal for a 6-story apartment building on the corner of NE 7th and Russell Street would be a disaster for the neighborhood, dominating the skyline, blocking light, posing traffic safety hazards, and decreasing livability and property values; any new development should be built under the new R1 plan. By proposing a building so out of scale, the developers are exploiting an obvious oversight in the zoning of that block to the detriment of the neighborhood and the city. Let's not let it happen.

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 2/26/2015 to 3/4/2015

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

Comment ID 3374 **MapApp ID** 2110 **Commenter** Martin Vandepas **Date Received:** 2/28/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

We should allow more housing density and more businesses along Dekum to support the budding small businesses along this corridor from MLK to 22nd. Having these small businesses in the area allows me to walk or bike for my errands instead of driving.

Comment ID 3375 **MapApp ID** 2111 **Commenter** Martin Vandepas **Date Received:** 2/28/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This commercial area is rapidly expanding with a dozen or so new businesses expected in the next 2 years. We need to increase nearby housing density to support these businesses and develop a walkable community. We should encourage density and affordable housing by incentivizing small square footage homes and allowing portable tiny homes and more ADUs within a block of commercial zones. We should also scale system development charges by square footage per housing unit so that developers creating giant, expensive McMansions will have to pay more to the city and developers creating small affordable housing will pay less. These costs will be passed on to the consumers and result in cheaper

housing costs for the people who need it most. We should increase the costs of demolition permits to encourage the reuse of small older homes and make permitting cheaper to convert large older homes into multifamily properties. These concepts should be applied to all areas in need of density and affordable housing, but this zone on Killingsworth between 13th and 18th is a great example.

Comment ID 3376 **MapApp ID** 2112 **Commenter** Kristin Gross **Date Received:** 2/28/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a cyclist who loves to ride in this area, this would be a much needed improvement for the safety of everyone using NW Skyline. There just isn't enough space for all the people that want to use this road.

Comment ID 3377 **MapApp ID** 2113 **Commenter** Garlynn Woodsong **Date Received:** 2/28/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project should be extended east to 122nd ave to connect directly to the existing I-84 trail; Metro should be brought in as a partner to ensure that the trail then continues east to Troutdale and the Columbia River Gorge. It could then serve as a bicycle backbone, connecting East County, NECN, SEUL, and the Lloyd District directly to the waterfront, downtown, and the rest of the regional bike/ped system.

Comment ID 3378 **MapApp ID** 2114 **Commenter** Krisitn Gross **Date Received:** 2/28/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

This would be a great improvement to NE Broadway. Currently, it is not very enjoyable to ride a bike down Broadway. Increase bike/ped safety would be a great boon to the local businesses.

Comment ID 3379 **MapApp ID** 2115 **Commenter** Nita **Date Received:** 2/28/2015
Organization: **District:** Northeast East Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

82nd Ave. is a bit of a blight for the neighborhoods around it. The livability of the neighborhoods has improved greatly, but 82nd remains unpleasant and dangerous. The sidewalks and intersections are simply unsafe and improvements should be a priority.

Comment ID 3380 **MapApp ID** 2116 **Commenter** Annette Stanhope **Date Received:** 3/1/2015
Organization: **District:** Northeast East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Love the Parkrose Greenway idea. However, there needs to be sidewalks or some other pedestrian improvement all the way to 122nd. If people want to walk to Beech Park, it's not safe to walk along Fremont, and it's out of the way to go all the way down to Shaver and back up.

Comment ID 3381 **MapApp ID** 2117 **Commenter** Gerald Fittipaldi **Date Received:** 3/1/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

As someone who does not own a car, I dread Sandy Blvd. Whether on foot, bicycle or walking to a bus stop I find the current Sandy Blvd very unpleasant. As a result, when I ride my bike to downtown I add a mile to my commute by taking Tillamook or the 50s bikeway to SE Salmon/Taylor. One day I decided to walk along Sandy from 28th to 45th. I did notice that there are a fair number of retail businesses on Sandy. If Sandy is made appealing to people on foot and on bike, many the businesses will attract many new loyal customers. Sullivan's Gulch is not nearly as direct as Sandy. Also, I would not ride my bike on Sullivan's Gulch in the early hours of the morning or after sunset. It is largely hidden from view and would not feel safe at night even if it had good lighting.

Comment ID 3382 **MapApp ID** 2118 **Commenter** Gerald Fittipaldi **Date Received:** 3/1/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I feel that Sandy could be made safe for people riding bikes, but this will require certain signals to give a green bicycle light while oncoming cars have a red left-turn signal. Similarly,

to avoid having people on bikes getting right-hooked, careful consideration should be given to designing the signals and street layout in a safe way. I have seen this done quite well in various cities. I hope that Sandy will one day become more people oriented and won't be viewed as a disruptive thruway.

Comment ID 3383 **MapApp ID** 2119 **Commenter** Gerald Fittipaldi **Date Received:** 3/1/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Two intersections that I would prioritize for safety improvements are 43rd&Sandy and 45th&Sandy. Currently these intersections are not very safe for people walking or biking in the north-south direction.

Comment ID 3384 **MapApp ID** 2120 **Commenter** Gerald Fittipaldi **Date Received:** 3/1/2015
Organization: **District:** West Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly support a Portland bikeshare. After spending two years in Washington, DC and using their bikeshare system extensively I am a believer in bikeshare's utility in combining with public transportation, as well as for short utilitarian trips. My only word of caution is that the bikeshare system must be implemented robustly, with numerous bikeshare stations in close proximity to one another. If the stations are too far apart, people won't find the system very useful. Launching a bikeshare system with too few stations and too few bikes would be like launching a bus system with 20-30 minutes headways. Just as people are much more likely to take a bus if it arrives every 5-10 minutes, people are much more likely to use bikeshare if they only have to walk one or two blocks instead of five or six blocks at each end of their trip. It's a deal breaker, mainly from a time standpoint. I agree that bikeshare should reach farther out, to Alberta, etc. However, if the city has a set number of bikes and stations, I would say start by having the stations close to one another, then expand outward. The system will be bound to fail if it is too dispersed.

Comment ID 3385 **MapApp ID** 2121 **Commenter** ANTHONY IRWIN **Date Received:** 3/2/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I AM VERY CONCERNED THAT THIS DOCUMENT IS AN ECONOMIC BOOSTER PROPOSAL FOR FREIGHT CORPORATIONS LIKE UNION PACIFIC AND NOTHING IN IT ABOUT NEIGHBORHOOD SAFETY AND LIVEABILITY. WE LIVE ADJACENT TO A RAILROAD CROSSING AT 11TH AND LOMBARD AND IT IS IN AN AREA FULL OF GAS TANKS AND UNDERGROUND GAS LINES . IN THE EVENT OF A DERAILMENT HERE AND WITH ALL THE OIL CARS GOING THRU HERE IT WOULD BE CATASTROPHIC. THERE IS AN ELEMENTARY SCHOOL ONLY 2 BLOCKS AWAY. ADDITIONALLY THERE IS NO ACCOUNTABILITY OF UNION PACIFIC FOR TRAIN NOISE OR CAR WEIGHT CONSTRAINTS AND THE INEVITABLE POLLUTION WITH AS MANY AS 3 TO 4 ENGINES PUSHING THESE LOADS. IT IS NOISY , DANGEROUS AND UNLIVABLE. AND IT WOULD BE MY TAX DOLLARS PAYING FOR THE INCREASED GROWTH OF AN ALREADY UNLIVABLE SITUATION. THIS IS A

DISGRACEFUL DISREGARD FOR CITIZENS SAFETY.

Comment ID 3386 **MapApp ID** 2122 **Commenter** Noah Lynch **Date Received:** 3/2/2015
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

I highly support this as a couplet project that includes quality, buffered bike lanes from Water to Sandy as it fills a glaring gap in the bike network and could potentially connect to the future green loop.

Comment ID 3387 **MapApp ID** 2123 **Commenter** Brad Buran **Date Received:** 3/3/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly support the development of mixed commercial properties along this avenue. This is an important commercial corridor and the availability of more restaurants and shops will be a huge benefit to the community. I also acknowledge that there are some concerns regarding the "style" of new buildings (especially larger ones). I think it's reasonable to have design reviews to ensure that new buildings fit in with the overall streetscape (e.g. I have no quibbles with specifics of architecture, but there should be appropriate setbacks, spaces for bikes, size and elevation of the building should be proportional, etc.).

Comment ID 3388 **MapApp ID** 2124 **Commenter** Brad Buran **Date Received:** 3/3/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Tacoma is a major corridor through Sellwood, both for locals and people from other areas who are driving across the Sellwood bridge. I'd like to see this corridor developed with traffic calming in mind. This will ensure that it remains a pedestrian-safe and pedestrian-friendly area. If traffic increases, it may be necessary to add more signals to facilitate pedestrians and bicycles crossing this street. Having this developed for mixed residential is a great idea. This will facilitate the construction of restaurants and shops that both locals and drivers (to/from the Sellwood Bridge) can utilize.

Comment ID 3389 **MapApp ID** 2125 **Commenter** Brad Buran **Date Received:** 3/3/2015
Organization: **District:** Southeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I strongly support the establishment of commercial shops along this corridor. I would like to see more apartment buildings whose first floor is dedicated to retail (e.g. shops and restaurants). I would also like to see more restaurants and bars set up shop in this corridor. This corridor is very close to the orange line stop at Tacoma street and will be easily accessible by other parts of Portland.

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| Comment ID | 3390 | MapApp ID | 2126 | Commenter | Brad Buran | Date Received: | 3/3/2015 |
| Organization: | | | | | | District: | Southeast |
| Topic(s): | | | | | | | Tagged? |

Staff Recommendation:

Comment:

(Reposting because I provided wrong zip-code in previous comment). As a resident of Sellwood, I strongly support the development of mixed commercial properties along this avenue. This is an important commercial corridor and the availability of more restaurants and shops will be a huge benefit to the community. I also acknowledge that there are some concerns regarding the "style" of new buildings (especially larger ones). I think it's reasonable to have design reviews to ensure that new buildings fit in with the overall streetscape (e.g. I have no quibbles with specifics of architecture, but there should be appropriate setbacks, spaces for bikes, size and elevation of the building should be proportional, etc.).

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| Comment ID | 3391 | MapApp ID | 2127 | Commenter | Brad Buran | Date Received: | 3/3/2015 |
| Organization: | | | | | | District: | Southeast |
| Topic(s): | | | | | | | Tagged? |

Staff Recommendation:

Comment:

(Reposting because I provided wrong zip-code in previous comment). As a resident of Sellwood, I strongly support the establishment of commercial shops along this corridor. I would like to see more apartment buildings whose first floor is dedicated to retail (e.g. shops and restaurants). I would also like to see more restaurants and bars set up shop in this corridor. This corridor is very close to the orange line stop at Tacoma street and will be easily accessible by other parts of Portland.

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| Comment ID | 3392 | MapApp ID | 2130 | Commenter | Brad Buran | Date Received: | 3/3/2015 |
| Organization: | | | | | | District: | Southeast |
| Topic(s): | | | | | | | Tagged? |

Staff Recommendation:

Comment:

I strongly agree with the other comments on this parcel. If you *must* downgrade the density, downgrade it to R1 not R2.5. An 8 minute walk to the Holgate station is very

reasonable for most people. Furthermore, the 19 and 70 are close by as is the Springwater trail and the 17th to 19th ave greenway. This area can definitely support high density.

Comment ID 3393 **MapApp ID** 2128 **Commenter** Brad Buran **Date Received:** 3/3/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The logic for downgrading density in this zone does not make sense to me. This area is served by two bus lines within walking distance (19 and 70). Furthermore, it is a short walk to the light rail station at Holgate (only a minute or two further than the potential station at Harold street). To facilitate getting to the Holgate station, the pedestrian and bike crossings at 17th and McLoughlin can be upgraded. It is also right next to a bike trail through Oaks Bottom that accesses the Springwater trail. There is plenty of transit in this area that will support higher density residential. It would be a shame to downgrade density just as a high-capacity rail line is going in just because the tenants would have to walk a few minutes further!

Comment ID 3394 **MapApp ID** 2129 **Commenter** Brad Buran **Date Received:** 3/3/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The logic for downgrading density in this zone does not make sense to me. This area is served by two bus lines within walking distance (19 and 70). Furthermore, it is a short walk to the light rail station at Holgate (only a minute or two further than the potential station at Harold street). To facilitate getting to the Holgate station, the pedestrian and bike crossings at 17th and McLoughlin can be upgraded. It is also right next to a bike trail through Oaks Bottom that accesses the Springwater trail. There is plenty of transit in this area that will support higher density residential. It would be a shame to downgrade density just as a high-capacity rail line is going in just because the tenants would have to walk a few minutes further!Note that I do not support the official position of my neighborhood association (SMILE), which supports downgrading the density in this area.

Comment ID 3395 **MapApp ID** 2131 **Commenter** Brad Buran **Date Received:** 3/3/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This parcel is equidistant from the Holgate station and the Harold street station (which may not get built for decades). The logic for downgrading density makes no sense, considering how close the Holgate station is. This area is also not very desirable to single-family homes due to the proximity of McLoughlin. Multi-story condos and apartments would be more attractive since the residential space would be on upper floors (thus providing a buffer from the street traffic). Furthermore, the first floor could be devoted to retail (e.g. consider making this mixed residential).

Comment ID 3396 **MapApp ID** 2132 **Commenter** Brad Buran **Date Received:** 3/3/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

While I support the development of this corridor, I would like to see a few things happen:1) Carefully monitor pollution from industries and traffic along this corridor and take mitigation steps. I regularly wait to catch the bus at the intersection of Powell and McLoughlin and you can practically smell the smog from all the traffic and industries in the area. 2) Improve the walkability and bikability of this corridor. Right now it's not a very pedestrian or bike-friendly area.3) Improve access of the adjacent Brooklyn neighborhood to the Springwater trail.4) Encourage commuters along the corridor to consider alternate transport (e.g. bike, bus, rail) to reduce congestion.

Comment ID 3397 **MapApp ID** 2133 **Commenter** Brad Buran **Date Received:** 3/3/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

It would be good to improve the pedestrian and bike access throughout this corridor.

Comment ID 3398 **MapApp ID** 2134 **Commenter** Woody Wheeler **Date Received:** 3/3/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This site proposal is actually 2 separate lots. I've owned and operated the corner lot housing the New Deal Caf   for the last 9 years. I feel the proposed change to CN1 would be appropriate and reflective of the uses this property has been since the 1920s. We are a small scale caf   and the building takes up the entire 5000 sq ft lot. I believe this size constraint of the property and the allowed uses under CN1 would be adequate protection for the neighborhood for any future development. CN1 is the most prohibitive commercial zoning classification for the city of Portland. Among other things it prohibits high density housing. The empty vacant lot to the west is owned by someone else and has been neglected and an eye sore for as long anyone can remember. Check the number of nuisance complaints it's received over the years. It's current R5 zoning has not motivated anyone to build a single family house there for decades. If it was changed to CN1 potentially something small, pedestrian oriented and neighborhood friendly could go in and greatly improve the neighborhood.

Comment ID 3399 **MapApp ID** 2135 **Commenter** Adam Robins **Date Received:** 3/3/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

For this area and others like it along Lombard between N Bruce and N St. Louis I would like to suggest a zoning of R2.5, which would still allow some densification along this good transit street near the shops and services of downtown St. Johns and near Sitton School and Pier Park. I understand the desire to not over-develop along a truck route. The truck impact is not severe as it is, and between N St Johns and N Bruce the street section is very wide.

Comment ID 3400 **MapApp ID** 2136 **Commenter** Adam Robins **Date Received:** 3/3/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

For this area and others like it along Lombard between N Bruce and N St. Louis I would like to suggest a zoning of R2.5, which would still allow some densification along this good transit street near the shops and services of downtown St. Johns and near Sitton School and Pier Park. I understand the desire to not over-develop along a truck route. The truck impact is not severe as it is, and between N St Johns and N Bruce the street section is very wide.

Comment ID 3407 **MapApp ID** 2103 **Commenter** Rick Kappler **Date Received:** 2/26/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Woods Memorial Natural Area needs more adjacent property to be bought and cleaned up.

Comment ID 3408 **MapApp ID** 2104 **Commenter** Rick Kappler **Date Received:** 2/26/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This area needs a legit bike and pedestrian bridge as part of a world-class Red Electric Trail to SW Slavin Road.

Comment ID 3409 **MapApp ID** 2105 **Commenter** Rick Kappler **Date Received:** 2/26/2015
Organization: **District:** West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

This area needs a legit bike and pedestrian bridge as part of a world-class Red Electric Trail to SW Slavin Road.

Comment ID 3410 **MapApp ID** 2107 **Commenter** Jami Dwyer **Date Received:** 2/27/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This area has lots of potential. Making it more pedestrian-friendly, with better transit would be fantastic for the many families who live here!

Comment ID 3411 **MapApp ID** 2108 **Commenter** Avery Lewis **Date Received:** 2/28/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

I fully support having a greenway on 13th avenue and also feel that it needs to be done much sooner than the current projected timeline. We need this in the next 1-5 years!

Comment ID 3412 **MapApp ID** 2097 **Commenter** Jennifer Zogg **Date Received:** 2/26/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I'm afraid that this area of NE Glisan in Montavilla will become upscale like SE Stark in Montavilla and accelerate gentrification and displacement in the neighborhood. Our rents have skyrocketed and if anything we need a good balance that preserves affordability. We need affordable housing around this area.

Comment ID 3413 **MapApp ID** 2098 **Commenter** Jennifer Zogg **Date Received:** 2/26/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

It would be nice for some of this to be zoned residential. 82nd Avenue is already too auto centric and has run down businesses. This stretch needs a change and I think housing could change it.

Comment ID 3414 **MapApp ID** 2099 **Commenter** Jennifer Zogg **Date Received:** 2/26/2015
Organization: **District:** North West Northeast East Central City
Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This area is not park deficient both South Madison and Montavilla combined have several parks. I would rather see our parks with failing infrastructure and lack of security and maintenance get repairs and lighting and cameras then build a bunch of parks we cannot afford.

Comment ID 3415 **MapApp ID** 2100 **Commenter** Jennifer Vitello **Date Received:** 2/26/2015
Organization: **District:** North West Northeast East Central City
Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I am very happy to see that the city is planning watershed projects in this area. The hillside from Ivanhoe Street down to the river is very steep. Rivers of water run down Burlington, yet there are no bioswales or other water management devices in the neighborhood to divert the water. This is an area where proper water management would have a very significant impact on the health of the watershed and the Willamette River. This is an excellent area for watershed improvements!

Comment ID 3416 **MapApp ID** 2102 **Commenter** Rick Kappler **Date Received:** 2/26/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Portland needs to build a complete cycle track / pedestrian / bike design for nearby SW Garden Home Road and SW Multnomah Blvd in order to safely get people walking and biking to this business area in the Ashcreek neighborhood. Washington County and THPRD have spent over \$25,000,000 since 2000 on SW Oleson Road and adjacent parks. Portland

Comment ID 3417 **MapApp ID** 2101 **Commenter** Katie Clark **Date Received:** 2/26/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a homeowner and cyclist living on Harold street, I fully support some bicycle structure for this very residential street. Families often use Harold for its direct access to Mt Scott

Community Center. I believe a bike lanes (ideally protected) would be a huge improvement for the safety of our neighborhood. It would be a vast and much needed improvement. Additionally, it would slow speeders down. I do not believe it is unreasonable and I think a far better solution than a shorter distance street. It is a direct route for cyclist and would promote cycling for the community. Please consider providing bike lanes. I know the neighborhood would be entirely supportive.

Comment ID 3418 **MapApp ID** 2106 **Commenter** Jim Holstein **Date Received:** 2/27/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

There are a lot of families (including mine) that live along 92nd Ave. Those of us who live north of Russell don't have an easy path for kids to walk or ride their bike home. Many homes along this street park cars that go almost all the way out to the street - forcing pedestrians to swerve into the street. In April, 2012, I was hit by a car while walking my kids home from school. Thank God my kids weren't hurt - they may not have gotten away with only a concussion like I did. In addition to sidewalks and a bike lane on 92nd, something needs to be done with the intersection of Benjamin and 92nd. Cars travelling from Fremont to 92nd use Benjamin to make the turn. There is nothing slowing them down and a lot of people just fly through the turn. For a pedestrian walking north on the west side of 92nd, there is very poor visibility of oncoming traffic from Benjamin.

Comment ID 3419 **MapApp ID** 2109 **Commenter** Martin Vandepas **Date Received:** 2/28/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support the 13th/14th greenway. I ride this route to buckman field to play soccer several times a week. I would love to see this happen in the 1-5 year timeframe. I live on 14th between Ainsworth and Holman and I've recently noticed speeding cars headed north on 14th during rush hour. Traffic gets backed up eastbound at the stop sign at 15th and Ainsworth and some people try to get ahead of the pack by cutting north on 13th or 14th and then east on Holman. I think a couple speed bumps on 13th and 14th between Ainsworth and Holman would solve this dangerous issue and it needs to be done soon.