

Results of  
City of Portland's  
**NE Fremont Transportation and Parking Study  
Questionnaire**  
January 2006

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On January 10 and 11, 2006, Portland's Office of Transportation (PDOT) and Bureau of Planning hosted community open houses to present identified NE Fremont main street (39<sup>th</sup>-52<sup>nd</sup> Ave.) transportation and parking issues, and draft recommendations for public information, discussion, and opinions. A questionnaire was handed out to event participants requesting their opinions on the proposals. Of the 132 people who attended the open houses, 73 completed questionnaires. The following is a compilation of the questionnaire results for City and stakeholder group information and decision making, and for general public information. This report is in two parts: 1—Questions with tabulated responses; and 2—Questions with specific comments provided. For more information on this study, contact Mark Lear, PDOT, at 503-823-7604.

## Part 1 - Questions with Tabulated Responses

### Traffic Speed and Safety

1. Do you favor reduction in the speed limit along Fremont Street (39<sup>th</sup>-52<sup>nd</sup>) from 30 miles per hour (MPH) to 20 MPH?

Yes 56 No 16 Blank 1

### Pedestrian Safety and Crossings

2. Are the proposed locations for crosswalks acceptable or can you suggest any better locations?

Yes 57 No 9 Blank 7

**Suggested locations:**

### Pedestrian Safety and Crossings

3. Should the City pursue curb extensions at proposed crosswalk locations? If yes, what is/are the most important location(s) for curb extensions?

Yes 36 No 24 Blank 13

Most important locations:

### Parking

4. What are your comments on the parking proposals: creating angled parking on north side streets adjacent to commercially zoned properties, promoting the shared parking of off street parking lots, making Zoning Code changes to allow the use of Beaumont Middle School parking when not in school use and marking driveway clearance zones on residential side streets?

**Parking**

5. Does the Fremont Street area need enhanced on-street parking management like parking meters on Fremont Street and permit parking on residential side streets?

Yes 10 No 51 Blank 12

**Suggested enhancements:**

**NE Fremont / 41<sup>st</sup>/42<sup>nd</sup> Intersection Area**

6. Do you favor moving the Bus #75 bus stop along 41<sup>st</sup>/42<sup>nd</sup> Avenue? If yes, do you prefer moving the bus stop further to the north on the north side of the 41<sup>st</sup>/42<sup>nd</sup> intersection or do you favor moving the bus stop to the south side of the intersection?

Yes 23 No 8 Blank 42

**Prefer:** choice one 21 choice two 4 no preference 19 blank 29

**NE Fremont / 41<sup>st</sup>/42<sup>nd</sup> Intersection Area**

7. Should the City study further the Fremont/41<sup>st</sup>/42<sup>nd</sup> intersection modern roundabout or modified modern roundabout options?

Yes 40 No 21 Blank 12

**Prefer:** choice one 6 choice two 7 no preference 14 blank 46

**Other: Stormwater Curb Extensions along NE Fremont Street**

8. Do you support the City pursuing stormwater curb extensions on the north side of Fremont Street east of 52nd?

Yes 40 No 17 Blank 16

**Comments**

Please provide below any additional comments regarding proposed transportation and parking improvements.

## Part 2 - Questions with Specific Comments Provided

### Traffic Speed and Safety

1. Do you favor reduction in the speed limit along Fremont Street (39<sup>th</sup>-52<sup>nd</sup>) from 30 miles per hour (MPH) to 20 MPH?

Yes 56 No 16 Blank 1

- Any reduction in speed would be helpful, plus enforcement. If neighbors get worked up about diversion, maybe they get stop signs or speed bumps...
- It would help to have an "entrance" – a sign or other prominent feature to mark the boundaries.
- Yes! Slower is better on Fremont.
- 30 to 25 would also be ok.
- I am concerned about delay and congestion of slowing traffic. I take Fremont east to 45<sup>th</sup> from MLK and am delayed at 15<sup>th</sup> and Alameda school. I also don't believe this can be enforced if drivers feel the speed reduction is unreasonable (like the 20 mph all time school zones).
- Great idea.
- BUT need you to address potential impacts to side streets. I am VERY CONCERED about increased traffic and SPEED on my street. Failing between 47th and 42nd.
- Maybe 25 mph.
- Absolutely. How will it be enforced or encouraged? Speed bumps? (an idea)
- Would favor speed limit reduction, but to 25 mph for consistency w/residential areas.
- I favor 25 mph.
- Would favor 25 mph – concerned that 20 mph will push more traffic onto parallel streets (Beech on N, Klickitat on S).
- A 25 MPH speed is far more applicable. Consider all the complaints made to legislators when they made the 20 MPH school zone speed applicable 24 hours a day. With a 20 MPH speed, Portland Traffic Enforcement will only use the street as a speed trap which will not be good for business. Furthermore, the lower the speed, the longer it will take traffic to move through the area thereby increasing emissions that will only add to negative air quality.
- I believe that a reduction to 20 mph will provide great safety for pedestrians exiting vehicles and crossing the street as well as bikers using Fremont.
- This is a good idea – Enforcement will be key to its success.
- With the foot, bicycle and car traffic, it is impossible for anyone to drive safely through the area at 30 mph.
- Yes!
- I prefer 25 mph however.

#### Traffic Speed and Safety

- But I think 25 would be better.
- 20 seems a bit extreme. I think 25 would be better.
- 25 mph is slow enough. Traffic will back up; and cars will detour onto side streets, even more than they already do.
- I think 25 mpg would be more appropriate.
- This needs (currently) to be shared w/TriMet bus drivers. I am amazed at how fast they drive on Fremont from the driver and pedestrian point of view.

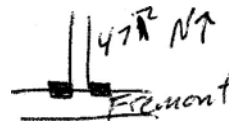
## Pedestrian Safety and Crossings

2. Are the proposed locations for crosswalks acceptable or can you suggest any better locations?

Yes 57 No 9 Blank 7

### **Suggested locations:**

- Though one nearer to Fremont Commons would really help – lots of new Fremont Commons foot traffic – loads of folks running in for dog good, etc. that weren't here when you did your study. Combined with Starbucks, this little block has loads of foot traffic.
- Alameda Brew Pub 48<sup>th</sup>. Add consideration of one at Alameda and Fremont.
- This will be a great help. Thank you! Do remove a parking spot at 14<sup>th</sup> (east & west) so it's easier to see Fremont traffic, making it safer to turn onto Fremont.



- The Alameda Brew Pub on Fremont at NE 48<sup>th</sup> Ave. draws one of the biggest crowds daily in the area. I encourage you to put a crosswalk at NE 48<sup>th</sup> instead of NE 49<sup>th</sup>. Many people park on NE 48<sup>th</sup> to go to the Brew Pub, as well as adjacent Java Men/Fremont Coffee/Crillo Bakery.
- Cross walks at 49<sup>th</sup> and 50<sup>th</sup> seem too close. Maybe eliminate the one at 49<sup>th</sup>.
- Would also be a good idea to have crosswalks across from bus stop on Fremont, such as one around 45<sup>th</sup> – hard to get bus.
- Curb extensions would dramatically facilitate crossing since parked cars block views.
- Again I believe this will lead to more congestions and noise if pedestrians are allowed to stop traffic any time they want. I don't have problems crossing at 45<sup>th</sup> and 47<sup>th</sup> without markings in the street.
- Need additional marked crossing, perhaps at 43rd (s. of Fremont) and at 46th (n. of Fremont), to aid crossing Fremont.
- Great Idea!
- 45th & 49th CROSS WALKS (MARKED) ONLY.
- lights – Stop light at 46 – Fremont Commons - & roundabouts – vs. \$ for lights -
- Excellent solution. Crossing can be quite difficult & dangerous at times.
- 48th & Fremont for Brew Pub customers – they park on 48th & walk down to Fremont.
- 47th only.
- The only cross walk I would accept would be at 47<sup>th</sup>.
- OK but I don't think they will be used.
- Undecided.
- Like the idea of having many designated crossings.

- OK but consider Fremont and Alameda intersection. Alameda is a walking, running route. Lots of pedestrians cross Fremont at Alameda.
- Yes, but suggest another one between 41 & 45 – lots of businesses are quite a ways to walk to get to crosswalk.
- Also 43rd and Fremont needs crosswalk.
- Each corner is a crosswalk now.
- There are enough corners that are legal crosswalks. Even with marked ones, the people will hurry & jay-walk across the streets, whether they be side streets or Fremont.
- I think the locations you suggested are where they should be.
- 1. Crossings should be lit at a higher density than the rest of the street in order for motorists to see pedestrians, especially on rainy nights.
  2. Crossings should be marked with highly reflective “zebra stripes”
  3. Crossing signs should be back-lit and perhaps should flash for greater visibility.
  4. Crossings should be raised creating a slight bump that will slow down traffic.
  5. Crossings at bus stops should be located behind the bus when it is stopped, if possible.
- 2 IS ENOUGH. ONE AT 47TH & FREMONT AND ONE AT 49TH & FREMONT.
- Too many.
- I think a crosswalk east of the 51<sup>st</sup> St intersection w/Fremont Ave. and connecting at the corner where the veterinary clinic sits.
- Crossing Fremont is definitely a safety issue. Because of parked cars you have to get out into the street to cross it so you can see cars.

### **Pedestrian Safety and Crossings**

3. Should the City pursue curb extensions at proposed crosswalk locations? If yes, what is/are the most important location(s) for curb extensions?

Yes 36 No 24 Blank 13

#### **Most important locations:**

- Don't know how I feel about this. Seems OK at 45<sup>th</sup> and 47<sup>th</sup>s as parking is going in right there w/angle parking. Would be opposed at 46<sup>th</sup> as we wouldn't want to lose the spaces.
- Not at all of them. Sometimes they make it tight for bikes.
- Curb extensions are a bicyclist's nightmare. They put the bicyclist directly in the vehicle traffic. I firmly believe curb extensions are not appropriate.
- Most important location would be at 47<sup>th</sup>. I worry that curb extensions might make it less safe for bikers.
- Please remove parking east of NE 48<sup>th</sup> on Fremont so cars can see to turn onto Fremont from NE 48<sup>th</sup> Ave. This intersection has one of the highest crash rates (6).
- All three: 45<sup>th</sup>, 47<sup>th</sup>, 49<sup>th</sup>.
- These should be combined with bus stops to improve efficiency & conserve parking.
- 47<sup>th</sup> crosswalk location.
- 47<sup>th</sup>.
- 45<sup>th</sup>, 47<sup>th</sup>, 49<sup>th</sup>.
- Not a solution for speeding; is only good for environment.
- Needed along entire business district.
- I've heard a number of complaints of drivers sometimes scraping wheels when they encounter a curb extension at night during inclement weather.
- 45th & 49<sup>th</sup>.
- 47th and 49th Ave. crossings.
- Well, 47th seems like a good idea to me since I use it most.
- Don't know.
- I oppose any and all curb extensions!!
- Fremont & 46<sup>th</sup>; Fremont & 44<sup>th</sup>; Fremont & 57<sup>th</sup>.
- Unsure, I do not know if data supports better safety or not. If curb extensions do decrease accidents (car with ped. or bike etc) then I'd support them.
- 45th & 47<sup>th</sup>.

- Most important location would be at Alameda & Fremont. Proposed roundabout, while a generally good idea will likely make cruising at Alameda (at both Alameda & Fremont and Alameda & 41<sup>st</sup>) more difficult because of lots of cohorting induced by 41st & Fremont light.
- 41st and Alameda.
- NONE !!!
- At crosswalks.
- Curb extensions will highlight the fact that pedestrians are present and may improve visibility for vehicles entering Fremont.
- The highest volume intersections for peds should be first – 46th – 47th there's lots of Starbucks traffic.
- 47<sup>th</sup>.
- Where the most crashes or conflicts have occurred.
- NE 47th & Fremont, by Starbucks. Let's see if Starbucks will foot the bill. There were 6 accidents at that intersection between 2000-2003. They are directly tied to the increase in traffic due to Starbucks.
- 1. 47th      3. 49th  
2. 45th      4. 50th
- They are a hazard for drivers & pedestrians.
- Curb extensions will add to the confusion of cars pulling in and out, hence adding to the unsafe area.
- 56th, 57th, 58<sup>th</sup>.
- Depends on where/how these would be funded. Absolutely no if have to install parking meters to pay for them -
- Street is already narrow enough.
- ?
- 47<sup>th</sup>. Because of Starbucks people park in the crosswalk, blocking the view of southbound; left turn very dangerous.
- 45th, 47<sup>th</sup>.
- It will back up traffic too much; especially behind buses.
- Somewhere between 45th & 49<sup>th</sup>.
- And the more planting & planters the better!
- Too Dangerous. Look at the amount of broken glass at bubble curbs... It's because cars going in opposite direction smack mirrors.
- It just makes it more difficult for buses to re-enter traffic. The only benefit I see is slightly better visibility for cars turning onto Fremont.
- Not sure – concerned about the curb extensions taking away parking, and increasing parking on side streets.



- 47th Ave seems particularly hidden from Fremont traffic, so an extension would be very helpful there. That's near where I live, though, so no doubt I'm biased!

## Parking

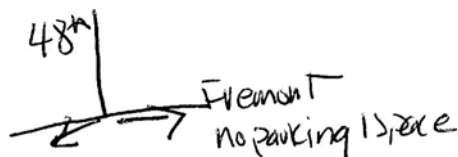
4. What are your comments on the parking proposals: creating angled parking on north side streets adjacent to commercially zoned properties, promoting the shared parking of off street parking lots, making Zoning Code changes to allow the use of Beaumont Middle School parking when not in school use and marking driveway clearance zones on residential side streets?

- Fabulous! I heard someone voicing opposition due to delivery trucks blocking lanes, but that happens all over the city—just a fact of life. When we get deliveries at our store, trucks are here less than 10 min. and try to avoid blocking traffic when they can. New parking will always outweigh minor inconveniences like these.
- Yes – but can't visualize what angle parking will be like.
- I think all these options are great.
- All good ideas. Would it be possible to put all parking on north side (angled)? I'm thinking mostly of the area where it's residential mostly on south side – say from 44<sup>th</sup> to 50<sup>th</sup>. If this allowed for enough parking, it could make it safer for bikers, perhaps even free up a little more space for lanes.
- I support the proposed parking proposals. I encourage you to pursue shared off street parking at Spacemaker (Wallbeds of Oregon) at NE Fremont and 48<sup>th</sup> Ave, for after-hours use by Alameda Brew Pub customers. Also, off-street parking behind Round Table Pizza (NE Fremont at 49<sup>th</sup> Ave.) could also serve Brew Pub customers.

The biggest parking problem is that the Brew Pub is not providing the required off-street parking spaces required by its business license when it opened (11 spaces?). The spaces are behind the business west of the Alameda Brew Pub, but are not marked, lit or cleared (several spaces are filled w/ garbage and kegs). Access to this supposed Alameda Brew Pub off-street parking lot is narrow and dangerous. Egress is also narrow and dangerous.

- Require off street for all new construction.
- I don't like the angled parking. Zoning changes to allow shared parking at Beaumont M.S are a good idea.
- I would have preferred reverse-in angled parking on the east side of streets. I think it would decrease "cruising" for spaces.
- All of these are great ideas!
- Think parking at Beaumont School good idea.
- Yes - promoting shared parking of off-street parking lots; No – BMS parking when not in school use; No/? – marking driveway clearance zones on residential side streets.
- I like all the proposals.
- Yes to all, especially shared parking & use of Beaumont Middle School lot. We will mark our driveway.
- All good ideas. Shared parking city wide is important. Single use parking is inefficient and creates dead spaces in commercial districts.

- 25 foot “no parking” zone should be applied to all side streets south of Fremont, and to the east-bound side of Fremont, on the same streets on both corners.
- Sounds good -- creating angled parking on north side street adjacent to commercially zoned properties.
- All should be pursued.
- Good.
- These sound like good ideas especially parking restrictions that improve visibility for drivers trying to turn onto Fremont from narrow side streets.
- Anything that can be done to preserve parking needs to be done – new construction needs to provide parking – demand will only increase!
- I support these parking proposals, especially angled parking.
- Sounds like reasonable ideas.
- angled parking seems like a good idea.
- Angle parking – great idea for non-residential side streets; off street parking – yes we need more; Beaumont School Parking – yes let’s better utilize that space; clearance zones are fine.
- I have no additional input. I’m OK with the proposed as is.
- Do not reduce parking. Find ways to increase parking. Require all new buildings to provide off street parking.
- Good idea for all.
- Yes – angled parking – shared parking lots – possible cross walk patrols at Beaumont Middle School to help address students crossing safely!
- All good ideas. Angle parking a plus as more residents & businesses are added.
- No parking 1 space east & west of side streets on Fremont – cannot see when cars are parked right up to the end of corner.



- I am not in favor of angle parking. Lane widths will be adversely affected by long vehicles parked at an angle.
- Marking driveways & south side of Fremont – yes. Angled parking – yes. Shared & middle school – yes, but mostly provides additional pkg at middle school, which does not address increasing pkg needs further east. I am greatly concerned about the pkg & visibility issues that will arise with more development in the EG-1 zone, such as Beaumont Village Lofts.
- Who is going to assume liability?  
Parking has to be included in each new building project. It is not the neighborhood’s responsibility to provide parking for a business.
- I hope this will help. As a property owner south off Fremont on 48th we could use help on our street.
- All good.

## Parking

- All are good ideas.
- Sounds good.
- Also requiring new developments to provide parking.
- I'm not well enough educated to make this decision. Angled parking seems more fraught w/safety issues – i.e. backing out.
- Zone change for school lots. Mark driveways.
- It sounds like a good idea. Additional parking will enhance business opportunities on the street.
- All of the above. Require new businesses to provide pkg.
- Focus should be on taking better advantage of existing parking than additional supply. Support proposals.
- Parking is a key issue. People will drive to businesses. I agree with all the proposals but also believe that additional efforts to encourage the development of off-street parking (e.g., zoning changes...)  
***[sentence not completed on survey]***
- I think it's great to use the already paved spaces – but I also like the pro-transit options and think we need to maintain that balanced approach.
- I'm in favor of all the parking proposals. We need more enforcement though, especially at 47th.
- All good proposals. Please monitor the actual performance of angled parking.
- Angled parking -- make these metered spaces. Promote use of off-street parking lots – yes. Allow use of BMS parking when not in use – yes.
- I like the angled parking. Consider making 43rd and 44th one-way streets between Beech and Fremont.
- 1. Angled parking is most efficient use of space on wide streets. Angled parking should continue north farther than proposed. Shared parking is great – active uses in empty spaces. Shared parking at school is win/win – will have to manage Sat. morning band rehearsals.
- Angled parking will create one way traffic. Other ideas are good. Liability may be a problem.
- Marking the driveways would be fine. How would the public know when school programs are scheduled at night? Angled parking may help, but it may add to the confusion.
- All three proposals sound reasonable.
- All good ideas.
- I think all of the above are good ideas.
- Remove parking on the Southwest Corners of Fremont so people trying to enter from South Streets can see. Remove parking on both corners of south streets for 25 feet.
- All good ideas – especially marking driveway clearance zones.
- 1. No parking should be allowed on Fremont St within 30 feet of a cross street, especially on the south side, in order to allow better visibility for vehicles entering Fremont. 2. If the eastbound bus stop at 45th Avenue were to be moved east from its mid-block location to the intersection, the pedestrian crossing would be located behind the buses at both eastbound and westbound stops (#5 above). Also, no

parking places would be lost on the block in order to provide better visibility (#1) because the existing stop could be used for parking.

- All good.
- Angled parking is great, but I've noticed that the employees of the business across from my house don't use it, they just park on the street as close as they can to where they work. Of course, crossing Fremont is no fun, so I guess I can't really blame them.
- (No) angled parking – will narrow the street too much. Delivery trucks park in the street (UPS, DHL, Fed Ex & semi-tractor trailers) Also have to have room for thru-traffic. (Yes) shared parking of parking lots. (Yes) zoning changes Beaumont School. (NO) marking driveways – Too hard to enforce.
- I think the parking proposals are OK. I wish the new buildings had to furnish more parking spaces so that there wasn't so much overflow on to side streets. With only room for one car to go thru at a time (when there's cars parked on both sides of the streets? driving gets very crazy & sometimes dangerous.
- All of these are positive ideas. Way to go city staff!
- NA.
- I think the angle parking is a great idea. What with sports, PTA meetings, parent conferences, etc. I don't think using Beaumont Middle School is a viable option.
- #1, angled parking and #2, promote shared off-street lots sound realistic, but #3, use Beaumont HS parking lot does not take into account the existing present use of the school on weekends for music performances, and sports events and school events during the week. #4, clearance zones - many of existing driveways on residential streets do not even have wings, many driveways have slope issues that exist to the sidewalk, telephone poles and driveways on opposite sides of street that are offset- so that you cannot back out directly into a clear space. Many times on streets that are filled w/cars, that one you back out, you cannot see cars traveling down the street because of parked cars. I would recommend that the city grant a special driveway clearance for homes that are impacted that way. The turning radius of a 20' long car, width of the street, and location of slope and other parked cars, phone poles needs to be considered. It is not as simple as on the "How to Establish Clearance for your driveway "hand out."
- All good ideas. In addition I'd support looking into enforcing the availability of Alameda Brew Pub's parking lot, which they were required to provide as a condition of their approval to do business – or at least that's what was said at the meeting I attended. Also I was stunned to learn from the zoning expert at the meeting that, under zoning laws, no new parking is required of new businesses. If the new business creates the need for more parking (and/or eliminates existing parking) that business should be required to help meet that need as a condition of doing business.

## Parking

5. Does the Fremont Street area need enhanced on-street parking management like parking meters on Fremont Street and permit parking on residential side streets?

Yes 10 No 51 Blank 12

### **Suggested enhancements:**

- It's not as serious a parking problem here as it is in other areas of the city. Perhaps in future could revisit issue.
- Permit parking may be needed in the future (hopefully not, though). At this time, however, it's not necessary.
- But enforced time limits on critical streets would be helpful to encourage turnover.
- Yes -- permit parking on residential streets.
- 1-Hour parking signs or 2-hour parking signs, limit in front of some businesses—if business wants it.
- Timed parking if not meters and permits for residents.
- The trade off for living so close to a thriving comm.. district is tight parking supply. People need to get over it.
- Permit Parking (circled for yes).
- Meters.
- No -- suggest 2 hr parking on west side of NE 41st Ave between the intersection of 41st & Fremont, and the first driveway apron to the south (next to the commercial building only).
- Probably not needed, but I wouldn't oppose meters.
- I can always find parking within a few blocks of my destination.
- Don't care. OK either way.
- Not yet.
- Not Meters!! Shared parking re; Amalfi's to open up during day.
- Permit parking NO – not at all!
- Not yet. Not sure. Certainly providing truly adequate pkg for new developments is crucial. (More pkg than current zoning requires.)
- I don't think it's needed yet.
- Meters would likely drive parkers into adjacent neighborhoods.
- Yes enhance management via enforcement. NO to parking meters & permit parking.
- Signs limiting the time allowed.

- Putting in parking meters or another form of parking management will only detract from business and send customers elsewhere. Adding free parking the business community can use is a far better solution. Consider history. When parking meters were added to the streets in the thriving Hollywood District many years ago, the area became blighted. Motor vehicle parking must remain free for small business to survive. Furthermore, any parking permit system only increases the costs to the City for enforcement.
- Not at this point.
- Start with limited meter parking. (e.g. in highest demand areas 1st).
- I do not support meters, however, 1-hour limits for off-street parking should be considered (angled parking).
- It's just not that bad.
- I don't know – I usually walk to/from this main street.
- Permit parking on residential side streets especially those where there is more trouble of excessive parking.
- If metered, our neighborhood should get the revenue to make local improvement.
- Not yet. Insufficient employee/acre density to warrant meters. There is too much underutilized existing space to use first.
- It would discourage patrons and really get local residence folks upset.
- The city law should be such that a business has to provide parking for their patrons.
- NO! The neighbors can walk or ride bike. This would discourage folks from other areas to come to the neighborhood to shop & eat.
- NO, NO, NO parking meters. Please find other funding for improvements. I am a business owner (off Fremont) and use Fremont coffee shops and/or restaurants for business purposes because it is close. I am also a resident 3 blks off Fremont and shop a lot regularly at Fremont businesses. Both from a business and resident standpoint, parking meters would be a terrible nuisance for me and my customers. Some of these businesses are also my customers that I provide a service to. I want to shop at and support these businesses in order to keep them here. I think parking meters would chase customers away. I know I avoid shopping anywhere there are meters.
- Fremont St. needs planning and zoning to require off street parking for all new construction projects.
- NO parking meters. Permit parking on residential side streets – nice idea.
- NO parking meters. Permit parking OK.
- I want my friends to come see me. However, more enforcement of parking length would be good, like not parking in the same spot for over 3 days, or whatever it is.
- Should not be necessary to have parking meters on Fremont St. or permit parking on side streets.
- Parking meters on Fremont will only encourage more side street parking.
- No meters.
- Yes, maybe in the near future.

### NE Fremont / 41<sup>st</sup>/42<sup>nd</sup> Intersection Area

6. Do you favor moving the Bus #75 bus stop along 41<sup>st</sup>/42<sup>nd</sup> Avenue? If yes, do you prefer moving the bus stop further to the north on the north side of the 41<sup>st</sup>/42<sup>nd</sup> intersection or do you favor moving the bus stop to the south side of the intersection?

Yes 23 No 8 Blank 42

Prefer: choice one 21 choice two 4 no preference 19 blank 29

- Seems like a great idea and enhances safety for school kids.
- I would prefer the buses pull off the main lane and before the light. So move northbound 75 to the south side of Fremont and make a curb cutout for Southbound by school. TriMet representative had some valid concerns about your proposal.
- The # 15 bus already stops at Klickitat St. on NE 41<sup>st</sup> Ave., which is a very short block south of Fremont.
- I favor moving the bus farther north on 42<sup>nd</sup> and including a curb extension.
- Prefer moving the bus stop to the north.
- Yes (move # 75 bus along 42<sup>nd</sup>); Yes (further to the north side of 42nd); No (south side).
- Move North.
- Further north.
- No change needed.
- I prefer moving bus stops out of the traffic lane so they don't impede traffic flow.
- We own a business on this corner, and watched innumerable dangerous crossings by students when the stop was temporarily on the south side, including students running through the center of the intersection – students have to cross 2 streets if stop is on the south side – only 1 if to the north – south side is a **Very Bad Idea!!**
- The biggest issue is changing buses from # 75 to # 33. The further away the stops, the greater the chance of missing a transfer.
- Just tell bus drivers to pull out of traffic in current location.
- Move **it** past the florist.
- The bus needs to keep it's butt out of the driving lane so traffic can move.
- Yes – move further north.
- South would be redundant w/existing stop at Klickitat.
- Not knowledgeable enough.
- Whatever is decided as the best site to relocate bus stops on 42nd, busses must be required to pull out of travel lanes and stop in bus zones, not at curb extensions, where they block other traffic, create unnecessary congestion making motorists use more fuel (including foreign oil) which then adds to global warming. Bottom line: NO EXTENDED CURBS AT BUS STOPS, busses must pull over.



- North.
- I prefer moving bus stop further north but no curb extension.
- Please do whatever is most cost-effective and provides the most safety enhancement.
- The bus stop situation was fine before it was changed to its current situation. I vote for going back to how it was before where it was a cut-out that the bus went into and the cars would be stopped.
- Keep bus stops to the north and opposite each other. This aligns the loading w/school entrances and can free-up parking (on-street) for businesses on corner of Fremont/42nd.
- Put the stop back to where it was 30 years ago.
- Please note that the curb is inset on the south side Fremont. This was the original bus stop for the bus. The bus would pull into this area. Traffic could keep moving when the light changed.
- I think the bus stop should be determined by Beaumont School and their safety concerns.
- Yes; undecided on preference.
- Further north. I think moving it to the south side would create a similar problem there and maybe worse.
- 1. The #75 northbound bus stop should not be moved to the north. This would introduce a major inconvenience for transit riders transferring between the #75 and the #33 bus lines. The current problem of busses stopping for passengers blocking the intersection can be easily solved by instructing the drivers to move parallel to the curb at the stop. There is sufficient space for this maneuver. Bus drivers have no excuse for not moving out of the traffic lane at stops because of their inability to return to the traffic lane after stopping.

All busses are equipped with flashing “yield” signs that, when turned on, require traffic to yield to buses. It’s the law. A simple stripe and a “ bus Lane” marking might help remind drivers to move over.

A near-side (south) stop location is even better from the transit rides perspective, but the local politics and loss of two parking spaces probably makes this change unlikely.


- Bus stop needs to be off to the side of the street – not blocking traffic. OK to move if traffic can still get by when loading/unloading passengers.
- It’s not a problem for me.
- Need to have bus stop away from the intersection.
- Further north.
- I think both bus stops should be at the south side. There is adequate room for the buses to pull to the side without causing traffic delays.
- It is extremely dangerous where it is located now for cars and pedestrians.

**NE Fremont/ 41<sup>st</sup>/42<sup>nd</sup> Intersection Area**

7. Should the City study further the Fremont/41<sup>st</sup>/42<sup>nd</sup> intersection modern roundabout or modified modern roundabout options?

Yes 40 No 21 Blank 12

Prefer: choice one 6 choice two 7 no preference 14 blank 46

- Stormwater management demo area.
- I think this seems like a very viable option, but I'm not an expert.
- Yes, study it. I like the idea, in part because it would provide a visual entrance to the area. But w/o a light, it could make it impossible to cross the street on foot. We may need to keep the light to regulate traffic and pedestrians.
- Prefer modified modern roundabout.
- Looks like have to make sharp turns and is more dangerous.
- Great idea. Innovation is welcome.
- Too costly for modest benefit.
- I don't follow the signs on existing roundabouts (like 37<sup>th</sup> and Morris) when turning because I don't feel like it's safe for a motorcycle to make such a turn when there are wet leaves or debris in the road. I also don't like the confusion like the one at Glisan and 39<sup>th</sup>.  

- Give us a signal at 47th & Fremont if you want to improve safety, & have this kind of money to spend!  
- Please kill the roundabout idea.
- GREAT IDEA! It would work better, look better and probably delete some rush-hour cut-through traffic on Fremont.
- Not sure how it will work, but I am all in favor of slowing down traffic in this intersection.
- Roundabout not a good idea for Beaumont students – ages 11, 12, and 13 !!
- I would be interested to see a preliminary round-about study using both options. Looks like more pavement closer to school – potential safety issue for school kids?
- This is not a good choice for this area – does someone have a screw loose to suggest this
- Maybe.
- It is not safe for pedestrians/students...
- ?
- Keeps curbs and sidewalks near the roundabout to a minimum so that the largest possible circumference oval can be placed in the center thereby allowing less restrictive curvatures and making it easier for large trucks to navigate the intersection.

- Roundabout.
- I have concerns about roundabout but need more info.
- Modified roundabout interesting – but only if it does not limit freight mobility. Commercial areas need trucks to survive. Other businesses north on 42nd need truck circulation.
- It will aggravate and enhance a terrible traffic problem. Leave it alone.
- The concept is laughable!
- The roundabout does not sound pedestrian friendly. I'd be open to more information.
- Not if you'd need to install parking meters to fund it.
- I'm not convinced a roundabout would be a good thing. Too much traffic there.
- Sounds like it would mean a loss of parking for the corner businesses.
- Not at this time, with projected costs.
- Option 1: Design and install new signal with protected movements for pedestrians.
- Absolutely. Can we have a cool sign in it that says "Beaumont Village"?

**Other: Stormwater Curb Extensions along NE Fremont Street**

8. Do you support the City pursuing stormwater curb extensions on the north side of Fremont Street east of 52nd?

Yes 40 No 17 Blank 16

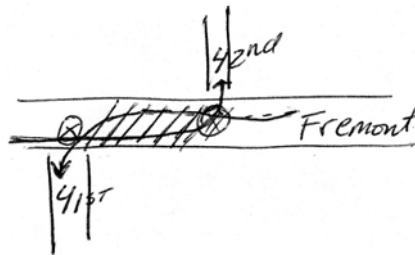
- Fantastic idea, especially because no one parks up there.
- While I like the idea of stormwater curbs, I oppose curb extensions. Curb extensions are a bicyclist's nightmare. They put the bicyclist directly in the vehicle traffic. I firmly believe curb extension are not appropriate.
- I must have missed this, so I'm not sure what this was for. But I worry that curb extensions may make it less safe for biking by pressing us deeper into the main traffic lanes. I do favor bioswales & other methods to keep stormwater on site.
- Don't know.
- This would make a good entry treatment for cars coming into the business district from the east.
- Doesn't seem to address safety issues, which the priority.
- ?
- Will not help traffic, only environment. Should not be pursued at expense of other potential safety improvements.
- If you mean bioswales like 35th place and Siskiyou, I don't like the way it compresses cars into each other.
- Don't care
- Reducing stormwater run-off is good. Please consider increasing pkg needs in this area as the EG-1 zone develops.
- Unsure
- Do not add any of these global warming generators to the street!!!
- Don't understand well enough to indicate choice.
- I really like the stormwater extension down in Hollywood w/all the native plants.
- Although we didn't get to it.
- This is an excellent idea – it can be used by the school to teach students about stormwater and spark more neighborhood interest in sustainable public work projects
- Just a fancy way of promoting "elephant ears", which are an abomination. They don't work in Europe either.
- I don't understand the possibility of taking away a parking spot and making Fremont street more narrow than it already is.
- No; I have to admit, however, I'm not sure just what this entails. I just don't like the idea of curb extensions on narrow streets.

- ?
- Will congest traffic further.
- Curb extensions rule! My son uses a wheel chair so we are on board with this concept citywide!
- Why? This is cemetery property isn't it? Their poor choice of street trees already indicates that they don't have any interest in good tree health. Who would maintain this?

## Comments

Please provide below any additional comments regarding proposed transportation and parking improvements.

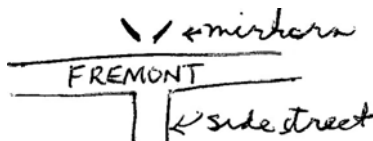
- Thank you for working so diligently on this – I think you’ve come up with some good solutions. Hopefully residents will realize that the presence of shops and restaurants enhances their property value and that change is inevitable. I live less than 2 miles away and wish I could move closer and would realize that would mean having people parking in front of my house, etc. Thanks for including us in the process and working to make it safer for us to cross the street.
- I found Linnea Nelson’s comment about Alameda’s garbage bins interesting. They definitely need parking signage. Perhaps some help about worm composting? Neighborhood/businesses may be into it. Please call if you have any questions.
- Can we put in another signal to let drivers who have passed under the 41/42<sup>nd</sup> light when it is safe to turn – i.e., when the light has turned? You end up in “no mans land” shown w/ cross hatching below, hesitating to make sure the oncoming traffic is stopping. It blocks up the intersection more than necessary.



- Thanks for all your work.
- Good Job! I’m looking forward to the changes ...
- Please look at providing lighting to illuminate pedestrians at each of the proposed crosswalks.
- Please look at visibility problem turning left from 49<sup>th</sup> Ave. off Fremont. It would be safer to have no parking close to curb on Fremont off 49<sup>th</sup>. Currently, it is impossible to turn off 49<sup>th</sup> to Fremont – myself and neighbors must go to another street such as 45-44<sup>th</sup> to turn onto Fremont.
- When you ask questions you should separate the questions.  
Example:  
# 6 has 3 – questions and no room for the answers; # 4 – same problem! You are asking continuous question with no space to answer each question. Poor format.
- Emphasize bike/ped improvements. People will resist change, but this is a positive direction for a main street business district.
- I feel there are a lot of changes being proposed here to address problems that don’t exist – with the exception of visibility issues for cars trying to enter Fremont from the south. I can cross Fremont easily at any intersection any time of the day. However I encounter congestion at Alameda School and Fremont and 15th because of 20 mph and confusion around the signal. I am concerned traffic will be shunted onto Klickitat if you force cars off Fremont with all of these barriers.
- Please don’t use us as a guinea pig for the roundabout theory – this is the cornerstone intersection of this business district, and the parking available, and historical character of this intersection are very important to the viability of this neighborhood. This is not a square intersection as in the presented

example. It is offset, and I don't think any value gained is worth the tremendous disruption this would cause to this historic area.

- Pedestrian crossing improvements on Fremont should be the top priority. When my family and I try to cross Fremont at intersections, cars only rarely stop – most act as if we are jaywalking. Need to strongly mark pedestrian crossings.
- My biggest concerns are pedestrians crossing Fremont safely, which you've addressed, and turning left from side streets onto Fremont safely, which you haven't addressed, except possibly by reducing the speed limit so that the likelihood of being hit is somewhat reduced. Has there been any consideration of placing mirrors to improve visibility like they use in Europe?



- Great proposal! Just get it done.
- This is all great. I love seeing the rejuvenation of this business district. Also – we need a traffic signal at Alameda and Fremont.
- Primary concern is increased speed and traffic on side street (Failing below 42nd and 47th) if you take these measures to slow things down on Fremont. Traffic is already too fast on this street and I want it to get better not worse.
- Put height restriction on vehicles (no trucks) that are parked at corners...so when people try to pull their vehicle out onto Fremont we can see oncoming traffic. No angle parking.
- What problem (s) is this plan supposed to solve? Is there a safety problem, or only concern by neighborhood activists?
- I support improvements like parking restrictions near intersections. 47th and Fremont is dangerous.



- Why won't the Planning Commission require off street parking as a condition for new commercial construction?
- Speed limit reduction should help considerably as long as people really reduce their speed.
- To keep this a healthy neighborhood new developments are going to have to provide parking for workers & clients in their business.
- Asking for Parking Regulation Enforcement – 48th between Fremont & Klickitat.
- Consider possible secondary effects w/respect to Fremont & Alameda and Alameda & 41st intersections.
- If we are talking pedestrian, bicycles and joggers you need to consider the impact of crossing Alameda & Fremont and Alameda & 41<sup>st</sup>.

## Comments

- Please continue to look into pedestrian-activated crossings. Massachusetts has some crossings that do not activate a red/green signal but rather an amber flashing overhead & embedded in pavement, along with a reduction in speed enforced with high tickets -- like our school zones (Williamstown, MA, e.g.).
- Move bus stop north on 42nd to ease congestion. Why is this so hard to accomplish? Sounds pretty easy.
- 1. Please remember: this is a walking neighborhood! 2. Will the parking (parallel) spaces be striped? Now cars are first come, first served & they may take more than 1 space -- **Got answer** [*cannot tell what "got answer" is in reference to*]. 3. We would like to see stop signs on Klickitat to discourage cut-throughs/alternative route if Fremont is busy! (People don't slow down even -- we've had 3 accidents on 52nd & Klickitat recently!)
- Creating congestion and compromising the efficiency of Portland streets is a product of the Goldschmidt Administration. Installing curb extensions that act as global warming generators when busses stop for passengers in travel lanes and block other traffic is an outgrowth of that product. A considerable amount of time, motorist fuel and taxpayer dollars continues to be wasted due to these devices. Any so-called safety factors have never been fully researched, presented or disclosed by the City of Portland. Since curb extensions have an overall negative affect on air quality, before any of these devices are installed on Fremont, 42nd Avenue or elsewhere, an environmental impact statement must be complied and written that addresses each and every location. A healthier choice that does not increase the transportation funding gap by wasting scarce dollars on curb extensions is to provide transportation engineering solutions and eliminate the social engineering agenda. ARTICLE 1, Section 20 of the Oregon Constitution is titled: "Equality of privileges and immunities of citizens." The text reads as follows: "No law shall be passed granting to any citizen or class of citizens privileges, immunities, which, upon the same terms, shall not equally belong to all citizens." Under these constitutional terms, placing a reserved parking place for a single rental car company such as Flex-Car, no matter how innovative this rental car company may be, when other rental car companies and the general able bodied public are not afforded the same privilege of having reserved parking places on public streets, the placement of reserved parking places by the City of Portland on public streets for Flex-Car becomes unconstitutional.
- Consider focused enforcement once the new speed limit is implemented, and the new crossings added.
- I think it is great that the city is working with local businesses and the neighborhood to implement these improvements. I also appreciate the attitude to work on it to get it right.
- I think the city's really trying to balance the needs of both the residents and businesses. I'm really pleased not all the solutions are car-friendly. We bought here so we could continue to be a single car family and these upgrades really support our long term goals.
- The crosswalks need to be well-lit and well-marked -- flashing lights r diamond lights would be good. Parking spaces along Fremont at the corners of side streets should be removed to increase sight distances for vehicles turning onto Fremont. Will help prevent T-bone accidents.
- So glad this starting -- finally! This neighborhood association has been asking for these improvements since the early 90's. Please continue additional education of drivers regarding pedestrian crossing laws and enforcement of speed limits. All these concerns about parking should not be overweighted -- Fremont should also be a place people walk, bike or take transit to! Love the Flexcar idea.
- Does the Fire Department approve or are they involved in speed changes or bump cuts? Is there adequate street lighting in the busy areas where people have difficulty w/crossing Fremont or are the better reflective crosswalk signs helpful also? Are there areas where we could put photo radar to ticket people? Could we have a jay walk ticketing event as a fundraiser!!!
- Please look into the Alameda Brew Pub's parking lot. 1. Most folks don't even know off street parking for the pub is available. Signs, or something would help. 2. Access to pub's parking lot is difficult and narrow, plus it directly lets out on the sidewalk, pedestrians could be hurt from cars entering and leaving it. Maybe a flashing light to warn folks that a car is coming out. Like at the downtown parking garages. Possibly increasing the No parking zone just east and west of the entrance.



- Thank you PDOT & BOP for your work in our neighborhood. Your program is a positive step forward towards breaking down the barriers between residents and city government. The short term implementation of strategies are well considered.
- Look at Cully and Prescott for guidance on 47th and Fremont.
- There is a great deal of traffic on 47th, going North of Fremont, entering or leaving. I would suggest a 3-way stop sign. Stop, look, wait your turn and then go. That plan works very well at Cully Rd and Prescott where 5 streets intersect.
- Fremont St. is narrow already and with parking on both sides (necessary for business). A pedestrian accident seems inevitable. Lowering speed limit should be a first priority!
- Thanks for your help & the meetings. I do not think parking meters are a good idea. It would discourage people from stopping or add people parking in the residential side streets to avoid the meters.
- Slowing traffic & more parking are residents' major concerns. My only other suggestion would be more enforcement...Great meeting (Tues night). Lots of work & well received. Thank you.
- What about small roundabouts at select intersections (4-way) to slow traffic.
- Thank you!
- Installing a traffic modern or modified roundabout will detour truck traffic on side streets (Beech on the north, Klickitat on the south) at rush hours (8 a.m. & 5 p.m.) it would plug-up. Signal lights at 57<sup>th</sup> and 33<sup>rd</sup> & Fremont, and 42ne & Prescott would bring "bunched-up" traffic to the roundabout. Pedestrians would complicate it further.

Curb extensions, crosswalks & 20 mph speed limits will detour traffic onto neighborhood side streets, even worse than it already is. Cars speed up and down side streets. Cars are pulling into private driveways to turn around. The semi-truck traffic on neighborhood streets is knocking down telephone and cable lines.

When you have: (1) angle parking (2) delivery trucks (semis) in the middle of the street & (3) cars & trucks driving through streets all at the same time, it's a recipe for disaster.

Concerned about cars "turn-to-go vs. "pedestrians" at crosswalks with a steady flow of pedestrians, it is frustrating for the driver to have to wait forever to go; or even know when it is their turn to go!

The vast majority of customers & employees of the businesses in the area arrive by car, not bi-cycle or walking. A lot of cars are from out of the area (Vancouver, WA). Some employees and customers bring their dogs with them, in their cars. Some employees bring supplies to work with them in their cars. For most customers and employees riding TriMet is not an option.

People (residents) living in the area have to be able to get in & out of the area via car to go to work (out of the area), to go shopping (out of the area) to go to appointments, etc. (out of the area).

These proposals would increase the congestion and destroy the livability of the neighborhood even further. As residents of the neighborhood for almost 36 years, we would know!

- Thank you for taking the time to come present and for letting homeowners know. I think the proposed changes are very positive.
- Once again thank you for your attention to Fremont. How about a push for more trees & planters. Some building owners have removed trees though they are required. Thanks again!
- My house on Fremont is a rental house that has already been impacted by the addition of a bus stop that was located there a few years ago. I was not informed of the decision to put one there and found it being installed after the fact. Apparently the county (or city) was a couple years behind in correcting their address files of new owners and any notices of meetings, etc. were being mailed to the former owners.

## Comments

If you have ever had a bus stop in front of your house, you would understand my concern about property devaluation and loss of parking spaces on an already busy, partly commercial area.

Under the new plan, it has been proposed that the one parking space left in front of the house be eliminated, along with an additional loss of space to the east of my property thus virtually eliminating any parking close to the house. Naturally I am opposed to this. It not only makes it more difficult to rent, but again, it devalues the property.

I do plan on developing the property. It is zoned for a common-wall duplex or townhouse, so I am also wondering how such a proposal would effect such a project and the driveways that would be necessary for such a project.

Along the same line, the corner there has been listed as unsafe because of cars parked on Fremont at the corners. Wouldn't it be better to move the bus stop to the middle of the block (either between 50th and 51st or between 51st and 52nd) and thus leave the corners more visible at all times? The buses then would have more space to move in and out of traffic without danger to cars or pedestrians.

In regard to your plan to move the bus stops at the intersection of 42nd and Fremont (particularly the northbound stop on the east side of 42nd) in order to solve the congestion problem is a good one, but I think moving them North would be a tough sell to the homeowners on the east side of 42nd .... no one wants a bus stop in front of their house.

- As business districts grow and flourish, adjacent neighborhoods need quality of life issues kept up to par. As more and more pedestrians, autos and bicyclists "use" a business district, the surrounding neighborhood needs their quality of life issues improved such as parking, walking and biking – i.e., safe streets or residents will be forced to move out of these so called successful business district neighborhoods.
- Thanks to everyone working on these proposals, whether in a professional or volunteer capacity. They will bring greater safety to those who patronize the wonderful businesses on Fremont and to those, especially children, who live in the area. The situation now really needs addressing and I'm thrilled that it's happening after so many years of frustrated efforts... Again: Thanks All!

### Other comments received at January 11, 2006 Open House (that are reflected in above comments)

- Alameda Brew Pub's off-street parking requirement has not been met – check for zoning violation.
- Concern for cars going down side streets with 20 MPH speed limit on Fremont
- Truck deliveries block angled parking.
- Commercial Storefront (CS) zone on Fremont does not require off-street parking, a problem.
- Improve street lighting/illumination along Fremont (even at crosswalks).