



COMMUNITY SURVEY SUMMARY | JULY 2019

METRO 2020 TRANSPORTATION INVESTMENT
MEASURE



Metro



Prepared by JLA Public Involvement

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2020 TRANSPORTATION INVESTMENT MEASURE: INTRODUCTION

WHAT'S IT LIKE GETTING AROUND THE GREATER PORTLAND REGION?

Over the past three years, Metro has heard more than 19,000 comments from community members and leaders as part of a process to shape a major update of the regional transportation plan adopted by the Metro Council in 2018. Community members said a transportation system that works for all must be reliable, safe, and affordable. They also identified a critical need for options that promote health, equity and climate resiliency. Moving forward, the Metro Council has applied these priorities while also continuing the conversation with the people of greater Portland.

The launch of an interactive online community survey was one of the many engagement strategies used in 2019 to support Metro's goal of continuing community conversations surrounding the prioritization of transportation improvements and investments. This online community survey presented a series of questions that invited participants to describe their experience of and with more than 29 travel corridors within the broader metro area, as well as the opportunity to prioritize what types of transportation improvements were most important, and how those specific transportation improvements might impact or benefit their communities.

With this survey, and ongoing engagement efforts planned over the summer and fall of 2019, Metro staff commits to continuing to work with community partners to lift the voices of people that have much at stake but are too often the least heard. With this commitment, the survey was translated into Spanish, Vietnamese, and Russian – with intentional outreach to marginalized communities.

What Happens Next? The 2020 Transportation Investment Measure community survey marks the beginning of a large-scale engagement process in 2019 that will provide local leaders with the opportunity to engage with their communities, establish priority corridors and transportation investments to bring forward to the Transportation Funding Task Force and Metro Council. The Metro Council will then consider referring a transportation investment measure to voters on the November 2020 ballot.

REGIONAL TRANSPORTATION FUNDING TASK FORCE & METRO COUNCIL: MEASURE OUTCOMES

The Metro Council and Transportation Funding Task Force members identified a series of values and desired outcomes to guide the prioritization of transportation improvements and investments within the Metro region.

These values and desired outcome included:

- Improves Safety
- Prioritizes Investments that Support Communities of Color
- Makes It Easier to Get Around
- Supports Resiliency
- Supports Clean Air, Clean Water, and Healthy Ecosystems
- Supports Economic Growth
- Leverages Regional and Local Investments

You can read more about these outcome measures and the Transportation Funding Task Force at www.oregonmetro.gov/transportation

SURVEY KEY FINDINGS

OVERVIEW:

NOTE: Participants in this survey were self-selected and the results are not statistically valid. Instead, the survey responses offer qualitative insights into people’s lived experiences on corridors, and their responses to and suggestions about possible regionwide programs.

The 2020 Transportation Investment Measure Survey was made public on May 6 and closed on July 8, 2019. 3,458 responses were collected.

Overall, survey responses highlighted strong support for transportation investments that prioritize s, as well as improvements that aim to mitigate and decrease greenhouse gas emissions and to support safe traffic flow with strong support for prioritizing transit during peak travel times.

The summary below includes highlights from each of the main sections of the survey – providing a snapshot of the key learnings, emerging themes, and responses from survey participants. The summary is split into three core sections: Demographics, Corridors, and Transportation Improvements.

PARTICIPANT DEMOGRAPHICS: OVERVIEW

Survey participants were invited to respond to a series of optional demographic questions, including the zip code of their home address; information about their gender and racial/ethnic identity, as well as information pertaining to any experience or identity of living with a disability, age, and household income.

Most questions provided a variety of drop-down options, responses were optional, and provided room to write in additional answers or responses they felt were not provided within the menu of choices built into the survey.

Out of those who completed the optional demographic question, responses highlighted the following trends:

- Most respondents (55%) lived within a Multnomah County Zip Code
- 11% of survey participants self-identified with a racial and/or ethnic identity other than white, with 89% of respondents identifying as white.
- 53% of respondents identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgender
- 46% of respondents were under the age of 44
- 15% of respondents identified as living with a disability, including 5% who identified their disability as Ambulatory (*which was defined as ‘unable or having serious difficulty walking or climbing stairs’*)
- 61% of survey respondents had a household income (pre-tax) over \$74,999

These findings when presented in comparison to demographics for the region showed the survey respondents to be mostly representative of the demographics of the Metro region as a whole, with the exception of age and household income (in which survey participants presented as older than the median age, and experienced a household income higher than the median household income for the Metro region).

A full summary of these demographic findings has been included in Appendix A.

BACKGROUND: TRANSPORTATION FUNDING TASK FORCE & CORRIDOR PROCESS

TRANSPORTATION FUNDING TASK FORCE

In February of 2019 the Metro Council appointed a Transportation Funding Task Force to provide advice on the content and process of developing a possible transportation investment measure. The Task Force brings together 35 public agency officials, business leaders, transportation leaders, environmental advocates, labor representatives, and culturally specific community groups to consider the various components that may make up a possible transportation investment measure.

BACKGROUND: THE CORRIDOR PROCESS

On January 31, 2019, Metro Council directed staff to work with the Task Force to develop a measure structure that began by asking, “what places most need investment?” rather than the traditional conversation around what projects were in the planning pipeline. Council believed that this structure helped center the needs of community voices in the process, because rather than starting with what government wanted, the conversation began with what people and places needed. Council asked the Task Force to identify and recommend the corridors of core interest to consider for investment.

Based on an evaluation of how investment in potential transportation corridors could advance the Metro Council and Task Force’s desired measure outcomes, the Task Force identified the following corridors as being of interest for consideration:

- NE/SE 82nd Avenue
- NE/SE 11th-12th Ave.
- NE/SE 181st Ave./Clackamas to Columbia (C2C)
- NE/SE 122nd Avenue
- NE/SE 162nd Avenue
- SW 185th Avenue
- Highway 99W/Pacific Highway (Tigard to Sherwood)
- Highway 43/Macadam Avenue
- W/E Burnside Street
- SE Division Street
- SE Foster Road
-
- Highway 212
- Highway 217
- Airport Way
- Beaverton-Hillsdale Highway
- Downtown Portland (major streets)
- NE Halsey Street
- Albina Vision (I5 - Downtown Portland)
- NE/SE Martin Luther King, Jr. Blvd./Grand Ave.
- N Mississippi/Albina Avenue
- N/NE Columbia Blvd.
- Interstate 205
- SE McLoughlin Boulevard
- Oak Grove-Lake Oswego Bike/Pedestrian bridge (potential)
- SE Powell Boulevard
- NE Sandy Boulevard
- Southwest Corridor (Barbur/I-5)
- SW Tualatin-Sherwood Road
- Tualatin Valley Highway

In order to identify which corridors an investment measure should focus on, the Task Force was asked next to recommend to Metro Council a three-tier corridor prioritization:

- **Tier 1:** Corridors that Task Force members actively believe should be part of a measure and have significant potential to advance Task Force and Council values. These corridors will receive Metro resources and staff time to develop projects and engage community along the corridors.
- **Tier 2:** Corridors that might be able to advance Task Force and Council values, but there’s less clear interest in moving them forward. For corridors in this tier, Council will encourage local jurisdictions to work with community members to develop projects, if they are interested. If there is possible capacity and interest in those projects, the Task Force and Council can consider in the fall whether or not to include those projects as part of a possible investment measure or support future planning processes. Projects on these corridors may be good fits either at the project/corridor level, or for regionwide programs.

- **Tier 3:** Corridors that are still important and need investment but are not best suited to this possible transportation investment measure.

In May 2019, the Task Force discussed which corridors should move into the Tier 1 threshold. Conversations among Task Force members brought forth 13 corridors, including:

- | | | |
|--|--|-----------------------------------|
| • NE/SE 82nd Avenue | • Highway 212 | • SE McLoughlin Boulevard |
| • NE/SE 181st Ave./Clackamas to Columbia (C2C) | • Airport Way | • SE Powell Blvd |
| • NE/SE 122nd Avenue | • Downtown Portland (major streets) | • Southwest Corridor (Barbur/I-5) |
| • NE/SE 162nd Avenue | • Albina Vision (I5 - Downtown Portland) | • Tualatin Valley Highway |
| • SW 185th Avenue | | |
| • W/E Burnside Street | | |

The Task Force was unable to come to a consensus recommendation in May, but did agree that this initial list of Tier 1 Corridors accurately conveyed the interest and focus of the Task Force as a whole, and could be forwarded to Metro staff and Metro Council as a means of inviting feedback on a tiering proposal for transportation improvements.

Metro staff then focused on building a recommendation that has strong potential to align with the thirty identified Task Force Values and the fourteen Metro Council outcomes, and that will provide a strong set of possible corridors and associated projects for the Task Force to bring to their constituents and communities in the fall. The thirteen Tier 1 Corridors, and selected transportation improvements along those corridors, must align with the Task Force and Metro Council values - specifically demonstrate a commitment to improving safety, reliability and access to transportation, reducing greenhouse gasses, distributing the benefits and burdens of investment equitably around the region, and improving social, economic, health, and environmental outcomes for people of color.

SURVEY SUMMARY: CORRIDORS

WHAT DO YOU WANT DECISION MAKERS TO KNOW ABOUT YOUR EXPERIENCE IN THESE CORRIDORS?

All twenty-nine corridors of core interest were presented to the community in the online survey. The largest sections of the survey invited participants to describe their experience when traveling or interacting with these core corridors - encouraging participants to describe their experience with and of the corridors, including the modes they used most often, and to highlight any aspects of their experience they most wanted to convey to decision makers.

EMERGING TRENDS ACROSS CORRIDOR COMMENTS

Overall, survey responses highlighted a strong focus on the environment and impacts/awareness of climate change – specifically ways of supporting less dependency on single occupancy vehicles. Within this theme, pedestrian and cyclist safety was consistently cited on all corridors, with strong support for prioritizing transit routes and frequency of service.

Other themes found across all corridors included:

- **Safety:** Increased safety for bicycles and pedestrians was consistency referenced as a top request or consideration.
- **Transit:** Strong support for transit (and transit only lanes/signals) also appeared within the majority of comments – with an emphasis on opportunities to improve the frequency, reliability, and safety/enjoyability experienced by riders and commuters.

- **Capacity:** Within each corridor, there were a number of comments that argued against a focus on bike and transit options; opting for enhanced capacity (lanes, widening, signaling) for single occupancy vehicles. These comments appeared within a minority of responses within all corridors except SW Tualatin-Sherwood Road (where the majority of responses asked for increased lanes/capacity along this corridor).
- **Freight:** On several of the regional connector corridors – freight travel and truck traffic was highlighted as a concern, specifically the impact on congestion and safety of pedestrians/cyclists. Other comments encouraged prioritization of freight and delivery as essential to the survival of businesses, and referenced the dangers associated with multiple modes of travel intersecting within specific neighborhoods.

TIER 1 CORRIDORS: COMMENTS

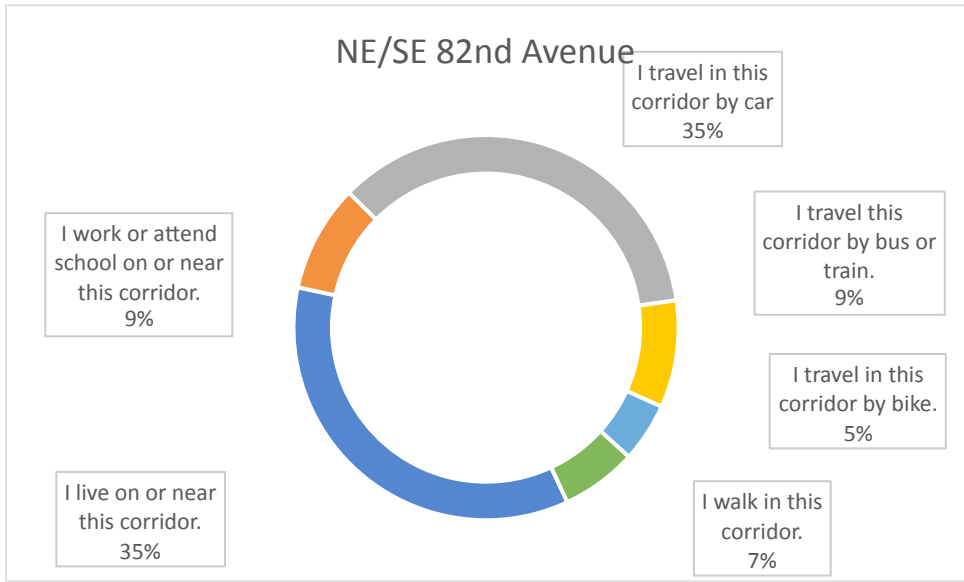
Community feedback has been organized and presented below by the thirteen Tier 1 Corridors as a means of best supporting the Task Force and Metro Council in their charge of working with local jurisdictions and community members to identify and collect feedback on potential projects and project packages.

Key word searches within the comments received surfaced five topical categories: Connectivity and Infrastructure; Transit, Cyclists and Pedestrians; Congestion and Traffic; Speed and Safety. In each of the Corridor summaries, these themes are presented in a format that presents the highest referenced theme first.

A collection of full responses for each of the thirteen Tier 1 Corridors has been made available in Appendix B.

NE/SE 82ND AVENUE

HOW PEOPLE EXPERIENCE THE CORRIDOR:



NE/SE 82ND AVENUE: COMMENTS FOR DECISION MAKERS

The condition of the roadway and sidewalks were consistently referenced by survey participants – specifically the presence of pot holes, which were described as hindering both car travel and multi-modal transportation options. The majority of respondents support major road re-paving and increased multi-modal investments, including better sidewalks, protected bike lanes, and safer and more frequent access to transit..

Respondents described high speeds as negatively affecting those who walk and bike within the corridor. Survey participants described the corridor as ‘unsafe and dangerous’ – citing wide distances to cross, poor lighting, and a lack of protected bike lanes. Many respondents tied the increase of traffic jams and congestion to poor road conditions, the timing of lights, and a lack of dedicated transit lanes.

Infrastructure and Design

- “Desperate need of repaving! My vehicle is literally falling apart from driving 82nd every day to work. Horrendous.”
- “In horrible repair; many and deep potholes, most of the year.”
- “East Portland has been neglected for decades. Only in recent years have minor updates and improvements begun to be made. Please invest in this heavily populated area of the city.”
- “Lots of potential to create a vibrant neighborhood. I appreciate the diversity —culturally, generationally, economically and business makeup. If it were less auto-centric, this community would thrive.”

Cyclists and Pedestrians

- “82nd is extremely unsafe and unpleasant for pedestrians and bicyclists. It is very difficult to cross. Vehicles drive way too fast and do not fully stop before turning.”
- “Biking conditions on this corridor are awful, the need for protected bike lanes and intersections along this corridor cannot be emphasized enough.”
- “Cars often fail to stop for pedestrians. Need sound cues on lights for blind pedestrians.”
- “The 205 MUP is the bikeway parallel to 82nd but the homeless camps make the path feel unsafe
- “Seriously not bike friendly. Cringe when I see it listed on Google maps as a bike route. It SHOULD BE a bike route. But no sane person with access to information would reasonably bike there now.”

Speed and Safety

- “It’s super dangerous! Distracted and aggressive driving and lack of enforcement make me nervous to even cross it on foot.”
- “Middle turn lanes are dangerous. Avoided lots of potential head on collisions.”
- “This one feels dangerous and alienating in any mode of transportation, especially driving/biking/walking. I only feel moderately safe in a bus.”
- “Even in a car, this is an incredibly scary street to travel on. It would be amazing to see better traffic calming infrastructure that makes it more conducive to other modalities.
- “Don’t change the speed limit.”

Congestion and Traffic

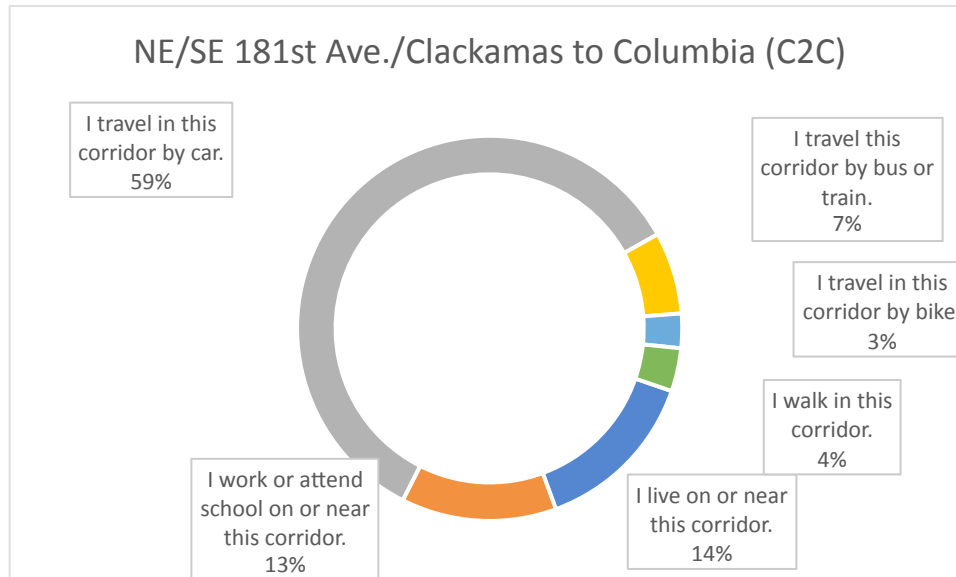
- “Insane traffic jams; uneven pavement & potholes; lack of crosswalks with traffic stoplights; lots of shabby mini-malls and stores; traffic jams from Sandy to Clackamas”
- “Trafficking in this road is dirty, slow moving but I often take it to avoid 205”
“I try to avoid this because of the heavy traffic all day long.”
- Leave it alone...no road diets or bike lanes. Maybe increase development density. BUT it needs to be kept as a transit corridor, and a way to keep short-trip cars off 205

Transit

- “I often ride the 72 bus on 82nd, though I wish it were more bikeable as well. Overall, though I know the 72 is very high ridership so I'd support bus lanes over bike lanes here.”
- “While I ride TriMet and the CCC Xpress Shuttle, bike and walk in this corridor, I do not feel safe walking to transit, biking and walking.”

NE/SE 181ST AVE./CLACKAMAS TO COLUMBIA (C2C)

HOW PEOPLE EXPERIENCE THE CORRIDOR:



NE/SE 181ST AVE./CLACKAMAS TO COLUMBIA (C2C): COMMENTS FOR DECISION MAKERS

The majority of people commented that this route connects them to needed jobs and housing. Many respondents think this is an important North-South thoroughfare and should accommodate increased population growth. Some suggested improvements: filling potholes, adding bike lanes, stoplight synching, add pedestrian crosswalks. Other stressed a desire to keep this corridor car friendly, and to keep traffic flowing.

Infrastructure and Design

- “All need improvement whether street light timing, widening or better surfaces.”
- “This is an alternate route to airport way when I-84/205 is backed up.”
- “Essential for supporting new jobs and housing.”
- “Need an easy of 205 thoroughfare without frequent stoplights and without pedestrian walkways”

Cyclists and Pedestrians

- “Too many right-hook/left-cross issues with poorly-trained motorists when I'm on foot/bike.”
- “It's inhospitable to biking and walking.”
- “It's truly amazing how many people walk and bike this road that is clearly designed for cars. The intersections in particular have high numbers cyclists and pedestrians. Most of these peds and cyclists are low income and non-white so I fear their voices are not heard. Also, the access management on this road (or lack there of) is a bit crazy... the continuous middle turn lane is used in so many dangerous ways by drivers trying to navigate the busy road.”

Congestion and Traffic

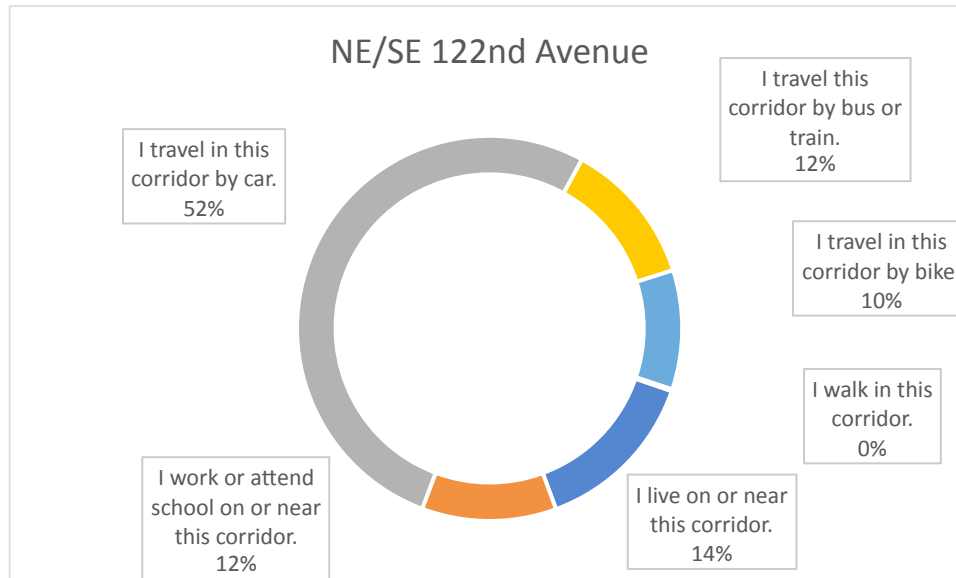
- “Lots of congestion around 181st & Stark up to Glisan.”
- “Need fast action on this and of all the projects, this one will shape the future the most!!! Area is rapidly developing and needs this project to organize development and once it is developed, the opportunity to connect and direct traffic here will be lost.”
- “It gets a LOT of traffic and is really difficult to turn onto it. Please widen and put bike lanes on PARELLEL STREETS, rather than removing lanes everywhere!”

Speed and Safety:

- “The reduced speed limit (40 to 35) hasn't made any difference and people regularly drive 50 mph or more between Halsey and Powell. Need more enforcement of speed limit to aid walkers/bikers.”
- “So many schools. Feels dangerous.”

NE/SE 122ND AVENUE

HOW PEOPLE EXPERIENCE THE CORRIDOR:



NE/SE 122ND AVENUE: COMMENTS FOR DECISION MAKERS

The highest number of comments were about multi-modal transportation access, with many describing unsafe biking and walking conditions. Many described the bike lanes and sidewalks as being especially narrow. Cars driving in excess speeds lead to an unsafe environment for walking and biking. Some respondents feel that the roads should be kept wide and car-friendly. Also, some think that the MAX lines, bike lanes and crosswalks cause back-ups and accidents, especially around commuting times.

Speed and Safety

- “The intersection with 122nd is busy and dangerous, especially at rush hour when people are turning onto 122nd.”
- “The spine of outer East Portland is dangerous, difficult to cross, poorly lighted.”
- “It feels sketchy and not like a respected part of the city.”
- “People drive way above the speed limit on this road with no consequences to them. The road feels like a highway.”
- “Speeding / reckless drivers are a huge problem.”
- “When driving near school let-out times traffic needs to slow down!”

Cyclists and Pedestrians

- “Better bus access including nights and weekends. Beautify spaces (more trees). Make it safer for pedestrians.”
- “Dangerous speeding, aggressive driving, disregard of pedestrians trying to cross, too few intersections, and some of the most dangerously narrow bike lanes in all of the Portland area.”
- “I hate biking down this thing. So stressful and terrifying.”

- “Feels so dangerous walking across the street and biking at 122nd and Halsey. Cars do the obey traffic laws here”

Infrastructure and Design:

- “The improvements in NE on this road are nice. I would like to see them extended deeper into the SE side of it.”
- “2 lanes in each direction is perfect and should NOT be reduced.”
- “A major N/S corridor for outer East Portland feels unsafe and neglected. Should be a boulevard.”
- “Coordinate lights for better flow”

Congestion and Traffic

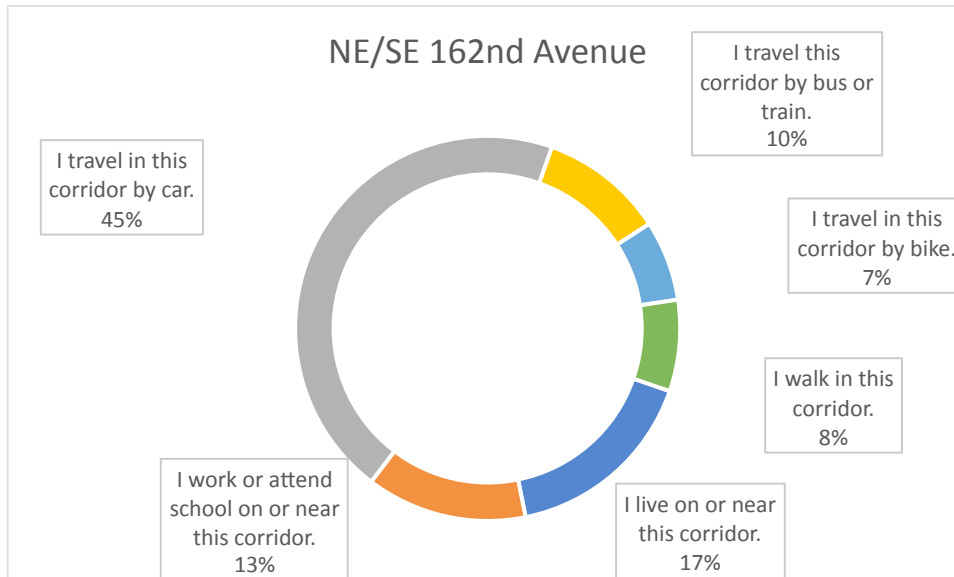
- “Backed up every day for the PM rush hour.”
- “The signals at the MAX stop often back up traffic to Halsey on the North and Main St to the South, making the congestion worse because the signals do not sequence correctly.”
- “It moves way too slow. All of the pedestrian crossing “bump outs” cause backup in the lane closest to the middle. Not letting cars go into the middle turn lane causes Tons of backups and accidents.”

Transit

- “Better bus access including nights and weekends. Beautify spaces (more trees). Make it safer for pedestrians. “
- “Dedicated bus lanes would help employees in Clackamas County reach employment centers on NE Airport Way and the Gateway Regional Center.”
- “despite how much traffic there is in the area, it flows pretty smoothly. the max station at 122nd is pretty scary, especially at night and early in the morning.”

NE/SE 162ND AVENUE

HOW PEOPLE EXPERIENCE THE CORRIDOR:



NE/SE 162ND AVENUE: COMMENTS FOR DECISION MAKERS

Many respondents expressed an optimism about the future and potential of this corridor, especially within its role as a main neighborhood connector. Respondents think the MAX crossing at Baseline is causing back-ups and congestion and has poor timing of stoplights. Some see the road as auto-centric and would like increased multi-modal transportation infrastructure. Suggested improvements include: street scaping, curb and sidewalk repair, pedestrian crosswalks and protected bike lanes. Many commented on excess speeds that cause unsafe conditions for bicyclists and pedestrians. Some see current traffic as flowing well and would like to increase speeds, to make auto traffic smoother. People like the new transit line but prefer a higher frequency of service.

Infrastructure and Design

- “Needs repaving between Stark and Division.”
“Keep it moving - great connector for NE/SE.”
- “I think this street is underrated as for as potential for a beautiful boulevard style design as there are soooo many people walking and bicycling to either transit or many schools. This road connects to Powell Butte in the south to Glendoveer further north. There are some great local businesses as well as entry points to some established neighborhoods. With the new transit on this road, 162nd Ave could be an incredible public space.”

Cyclists and Pedestrians

- “I love the new bus line out here; just needs more frequency.”
- “Keep pedestrians out of the road. Fine phone users heavily.”
- “This has possibilities for being a good option for bikes and peds but is currently built for fast moving private vehicles.”
- “This corridor should be safer for walking, biking, and riding transit. The northern section also needs curbs and sidewalks, and the railroad bridge should be replaced since it's a pinch point.”

Safety and Speed

- “Dangerous drivers, too fast, I nearly got run over walking.”

- “Dangerous. Too fast for just a painted bike lane.”
- “Safety when crossing the intersections. There is not enough time for a person walking to cross the street confidently.”
- “Feels way too big and dangerous for bikes and pedestrians. Haven't there been a lot of traffic deaths on this street?”

Congestion and Traffic

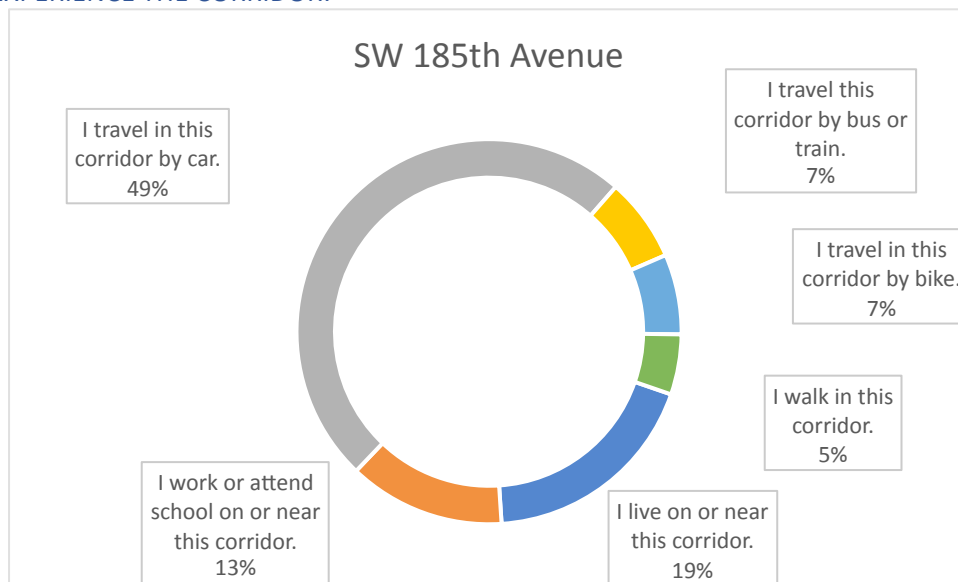
- “Traffic at Powell is bad. This road did not need the speed lowered. Traffic was better before and flowed better.”
- “Traffic seems to flow well.”

Transit

- “Have mte bus run more often than once per hour.”
- “I love the new bus line out here; just needs more frequency.”
- “Max line could be more frequent.”

SW 185TH AVENUE

HOW PEOPLE EXPERIENCE THE CORRIDOR:



SW 185TH AVENUE: COMMENTS FOR DECISION MAKERS

This corridor was often described as a main corridor for Portland Community College travelers. Some respondents would like to see transit, sidewalks and bike lanes that connect students and employees to the college and surrounding businesses. Most respondents see the road as very difficult to bike or walk along. Some respondents would like additional trees and landscape improvements for pedestrian walkability.

Infrastructure and Design

- “I wish the Max went all the way to PCC's Rock Creek campus.”
- “I work on this avenue and travel is at all times during the day and it seems ok.”
- “Lights are not sequenced properly. When one light turns green, the next light turns red, so movement is slow going. Signage for HWY26 entry is misleading and causes last minute lane changing.”
- “Need to coordinate signals around Baseline and the Max tracks.”
- “This road needs protected bike lanes. It could be a major N-S route serving Hillsboro tech businesses by bike but currently it's a cut-through route seeing high vehicle speeds. Make it safe for walking biking, up zone it for infill. Do not widen roads for cars.”

Congestion and Traffic

- “26 eastbound and westbound is very congested during commute hours; new homes being built and planned to be built.”
- “Needs congestion relief at Baseline ahead of the MAX Red Line expansion.”
- “Road is very slow during peak rush hour times.”
- “Typical suburban bottlenecks at 26, Evergreen, Cornell, Baseline, and TV Hwy. Most often passable at all hours.”

Cyclists and Pedestrians

- “Bike lanes go more or less unused since the street operates like a highway.”
- “Center turn lane used improperly, vehicles ignore bike lanes and vehicles remain in intersections when lights change. Curb tight sidewalks are not pedestrian friendly and there is limited shade.”
- “Severe lack of pedestrian and bike crossings, car traffic is fast and dangerous, MAX crossing at 185th and Baseline causes massive delays and traffic signal errors.”
- “Virtually car only. Never felt safe walking.”
- “Tough to cycle on - very dangerous to turn left.”

Transit

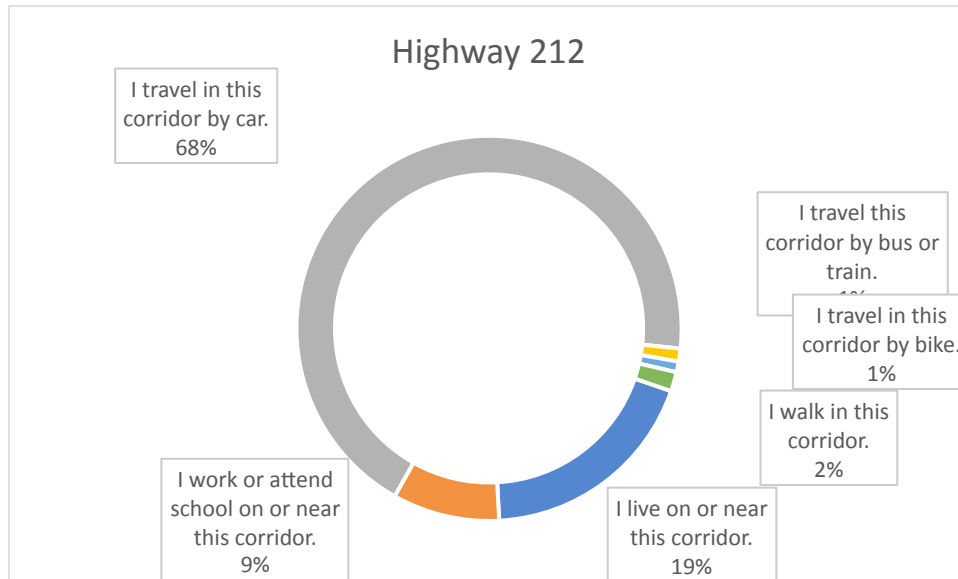
- 185th serves PCC and suffers from peak impulse loads. Good candidate for a streetcar route.
- After more buses were added to this street (on Bus Line 52), it became much more better and easier to get where we need to be on time. Thank you!
- Bus service is not frequent enough.

Speed and Safety

- “Speed limit should be 45.”
- “Heading to PCC...people drive fast.”

HIGHWAY 212

HOW PEOPLE EXPERIENCE THE CORRIDOR:



HIGHWAY 212: COMMENTS FOR DECISION MAKERS

Respondents described freight, warehouse business activity, and the timing of lights along this corridor as a source of delay and congestion. Some survey participants see this corridor as unpleasant and dangerous for biking and walking due to congestion and vehicle speeds.

Infrastructure and Design

- “Better than it used to be but still curvy and possibly dangerous a few spots”
- “Better timing of lights”
- “Construction impacts are disproportionately high due to low lane volume”
- “Many improvements have been made and the addition of the 82nd drive bypass has really helped.”
- “Needs signals, widening, left turn lanes. It's awful!!”

Congestion and Traffic

- “This corridor is heavy in business traffic due to the warehouse activity. My interactions with this area is regular, but I've learned patience.”
- “Congested at I-205/Clackamas intersections most of the daylight hours, with so much truck traffic and delays at interchange ramps.”
- “Nice new part near I-205, remainder slow at times, but pleasant rural feeling. Horrible when signals go into 4-way stop mode for no apparent reason.”
- “Way too congested and will be getting worse with more housing planned. I try not to travel 212 after 2:30 pm”

Cyclists and Pedestrians

- “More frequent sweeping of the bike lane.”
- “Please do not widen this highway. Instead of widening, please add more transit service and safer biking and walking infrastructure.”
- “Congested and not a corridor you can walk comfortably.”
- “Key East/West corridor for cycling.”

- “So, so busy; cars are too fast and no one should ever walk much less bike here. This road should be treated more as a freeway and walking and biking strongly discouraged!”

Speed and Safety

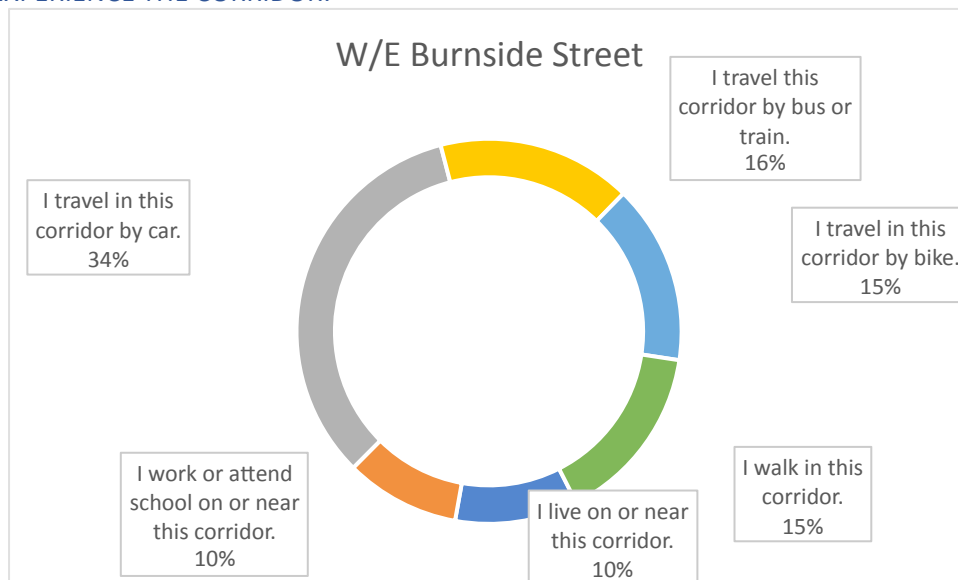
- “This road is dangerous as it changes from freeway to arterial type road abruptly.”
- “Unsafe to cross.”
- “It seems that there are more problems with vehicles speeding on this highway!! A real problem for these small communities! Road maintenance needs to be a priority for this highway!!”
- “Dangerous turns where there are not signals/traffic lights “
- “Frustrated by drivers who go 30 in a 50 zone because they aren’t paying attention. Work on timing lights and turn signals better to match traffic flow at different times of day.”

Transit

- “Can we have more buses added to the line 30 route?”
- “If a train line ran through this corridor, it would significantly benefit so many more commuters who just cannot afford the amount of time it currently takes to travel via the Green line to downtown or NE Portland.”
- “Improve mass transit, Reduce car capacity.”

W/E BURNSIDE STREET

HOW PEOPLE EXPERIENCE THE CORRIDOR:



W/E BURNSIDE STREET COMMENTS FOR DECISION MAKERS

This corridor was viewed by many respondents as being mostly friendly to pedestrians, with frequently pedestrian crossings cited often in responses. Comments highlighted tension between current high-speed vehicle travel and safe pedestrian crossings. Some respondents see cleanliness issues and perspectives and experiences with the unhoused as a personal barrier to walking and biking within this corridor. There was strong support for increased frequency and prioritized access for transit.

Many responses commented that limited left-hand turns into Downtown cause confusion and backups. Respondents also cited current construction as leading to backups and poor/frustrating route navigation for drivers. Excess speeds were referenced a key issue for many survey participants – which they felt contributed to safety issues for drivers, pedestrians and bicyclists, specifically between 60th and 130th Ave.

Cyclists and Pedestrians

- “Needs repaving, especially west side. Burnside and W 10th at Powell’s is hard due to a lot of pedestrian traffic...could use the handy intersection at burnside and 11th with the multiple lights where occasionally, pedestrian traffic is a free for all.”
- “Overall very pedestrian friendly but w burnside is filthy.”
- “Traffic improvements done between SE 12th & SE 28th have made this portion of the road much, much easier to cross on foot.”

Connectivity and Infrastructure

- “Burnside Bridge construction makes this hard to gauge. Access from Northbound Grand to Burnside Bridge is becoming slower and more difficult.”
- “Burnside is used to try and avoid US 26 because US 26 is woefully inadequate on the west side. The Vista Ridge tunnels need to be FIXED/widened. Burnside needs to be fixed/widened. This is not just an induced demand issue. US 26/Vista Ridge Tunnels are not functioning the way they should. If the off ramps and lanes were better designed, it would solve most issues with Burnside. Burnside also needs bike facilities.”
- “Confusing around sandy interchange and Burnside bridge, no left turns downtown difficult to get around.”
- “Do not widen any portion west of I-205 It would ruin too many beautiful homes and destroy irreplaceable historic neighborhoods.”

Congestion and Traffic

- “Gets absurdly backed up, but you know that. BRT please.”
- “The construction on 122nd has caused significant back-ups but as the project is now closing I believe this issue will resolve itself.”

Transit:

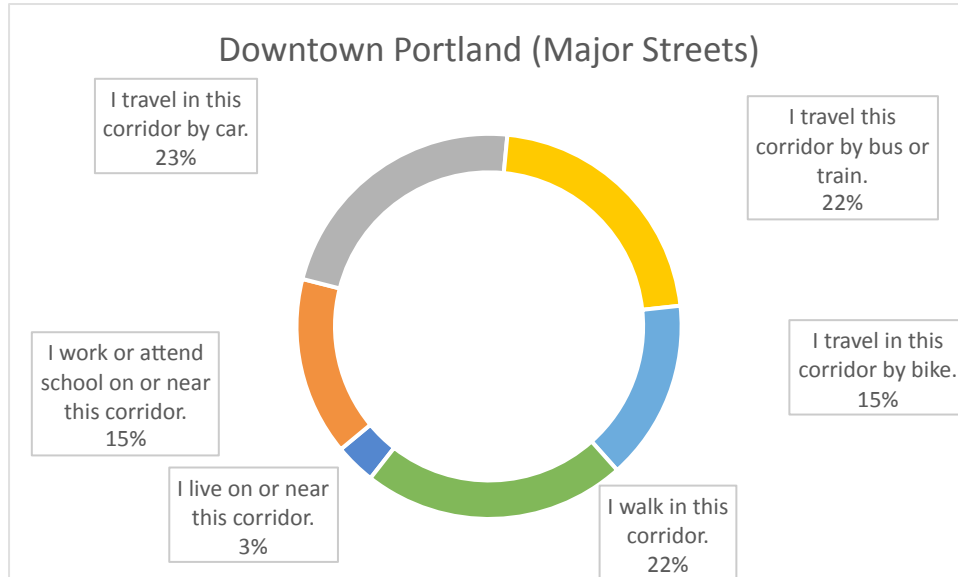
- Better bus service
- Better transit priority and bike access (across the bridge)
- Both a main corridor and very residential: this street would benefit from RAPID TRANSPORT. even an express bus that stops only at the major intersections and runs every ten minutes or better during peak commute times. Burnside takes on lots of overflow traffic every time there’s a problem (accident, construction, etc.) on other routes (e.g. 84). Better rapid mass transit, please!

Safety & Speed

- “Street parking on some areas of E Burnside make it very hard for people to cross or turn left onto from side streets because you can't see around them.”
- “West Burnside in particular still feels dangerous to cross -- especially the NW 15th intersection -- the lights turn very slow and the median is bothersome.”
- “Please slow these people down especially at 60th and E Burnside. Just write \$250 tickets for everyone going 20 over speed limit and running reds, you will solve the budget crisis.”
- “Consistently see drivers exceeding the speed limit by 15-20 or more miles per hour; consistently see drivers run red lights.”

DOWNTOWN PORTLAND (MAJOR STREETS)

HOW PEOPLE EXPERIENCE THE CORRIDOR:



DOWNTOWN PORTLAND (MAJOR STREETS): COMMENTS FOR DECISION MAKERS

Respondents cited bicycle and pedestrian infrastructure and safety as a top concern and request for improvement. Congestion as a major concern/issue within this corridor, with many respondents describing their experience with traffic back-ups throughout the day. Challenges parking were cited, as well as the experienced safety, condition of the road and overall cleanliness of the corridor. Some think that there are too many vehicles within the downtown area and would like to see areas closed to traffic (emphasizing transit and pedestrian access). There was strong support for transit, including requests to 'bury' the Max and to create a tunnel accessing downtown.

Cyclists and Pedestrians

- "Bike/ped/transit infrastructure and signal priority needs to be the focus, and car parking should be removed if that is what is needed to make dedicated infrastructure a possibility."
- "Downtown Portland is a nightmare on a bike, although I travel by bike here to work most days. SW Broadway is like a terrifying video game with aggressive/distracted drivers, trucks, and Uber/Lyfts picking up and dropping off passengers all right in or next to the bike lane. Downtown Portland NEEDS safer streets for people (bikes and pedestrians) and dedicated bus lanes at points of regular congestion."
- "Additional efforts to dedicate transit primacy and bike lanes at certain intersections and lanes (toward bridges or connections) would be very helpful to increase safety and efficiency."
- "Safety when crossing. There is not enough time for a person crossing to cross in confidence. I have fallen when trying to run across intersections."

Infrastructure and Design

- "Downtown streets are typically easy to navigate other than during and near community events."
- "These corridors are significantly inadequate for the volume of traffic that has to travel via them. Also, Public transportation in this area is highly invasive to car traffic."
- "A mess. Get rid of bike lanes and streetcars which make it confusing. No one from out of town will be able to figure out how to drive through this mess. Used to work downtown 20 years ago and it used to be much better."

Transit

- “All transit leads easily to downtown. I never drive downtown, it's fantastic! I have several options for getting there, but the rest of the city is not so easily connected.”
- “Work there and commute by train. Love my MAX commute and would love to see MAX service expanded.”
- “I think we really need to get cars off the transit mall. That will solve a lot of problems. Otherwise, not too bad? Is there any way to speed up the MAX so it doesn't take 30 min to cross downtown? Maybe express trains that only stop once in downtown? Am I dreaming here?”

Congestion and Traffic

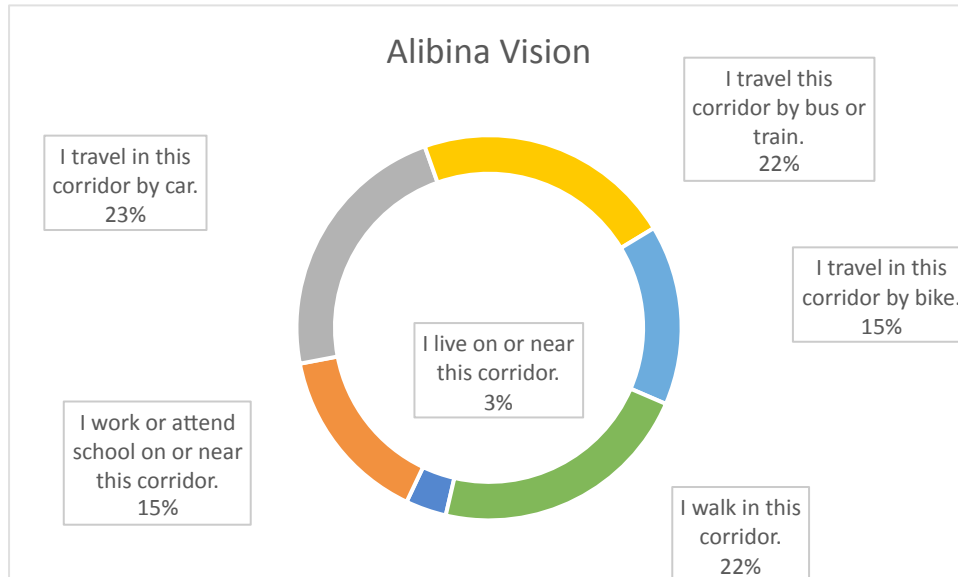
- “Congested and very hard to understand how you maneuver with all the green painted intersections.”
- “Parking is expensive, and there is lots of congestion during the AM and PM commute. Construction in downtown has greatly impacted traffic.”
- “In the morning and afternoons, the traffic can be insane. I almost refuse to drive there, and biking can be problematic with so many impatient drivers.”

Safety and Speed

- “Scooters are hazards.”
- “Too many homeless, not safe.”
- “Portland Police need to patrol more often to catch speeders and red-light runners.”

ALBINA VISION

HOW PEOPLE EXPERIENCE THE CORRIDOR:



ALBINA VISION: COMMENTS FOR DECISION MAKERS

Responses were fairly split between those who were in favor of adding lanes and expanding the corridor, and those comments that expressed strong opposition to funding any expansion or widening. A large number of responses recommended burying or removing the interstate. A similar number of respondents highlighted support for congestion pricing and freight-only lanes as solutions for congestion during peak times.

Connectivity and Infrastructure

- “Have to drive through regularly. I for one am ok with the cap and widen proposals for the Rose Quarter section of I-5.”

- “I-5 should be de-commissioned. We should turn this corridor into an amazing downtown for people rather than a freeway that is inaccessible to people.”
- “Widen that sucker to as many lanes as possible to improve traffic conditions and increase capacity.”
- “Urban freeways are incompatible with our climate and equity goals. I-5 should be turned into a surface street and traffic routed to I-205 and I-405 instead to unlock the East Bank waterfront.”

Congestion and Traffic

- “Unfortunately, I have to be on I-5 to get to Jantzen Beach on a regular basis. Though I live only a couple miles away it can often take an hour. INSANE! I now have had to stop participating in activities in that area from 2-7 pm.”
- “The on/off ramps downtown create tons of traffic. Maybe it’s my east coast upbringing showing, but it blows my mind that freeways and freight trains plow right through a major city, rather than going around or underneath. Seems like the main driver of traffic jams, even at “quiet times” it’s such a jarring transition to go from tight, one-way city blocks to an interstate, and vice versa!”

Safety and Speed

- “On ramps are too short, do not give enough room to get up to speed with traffic causing backups. Off ramps are set up so close to the short on ramps that getting off the freeway is difficult at best without being the cause of an accident or backup.”
- “High speeds in narrow, windy corridor. Seems dangerous. I prefer not to drive this route, and only do occasionally.”

Transit

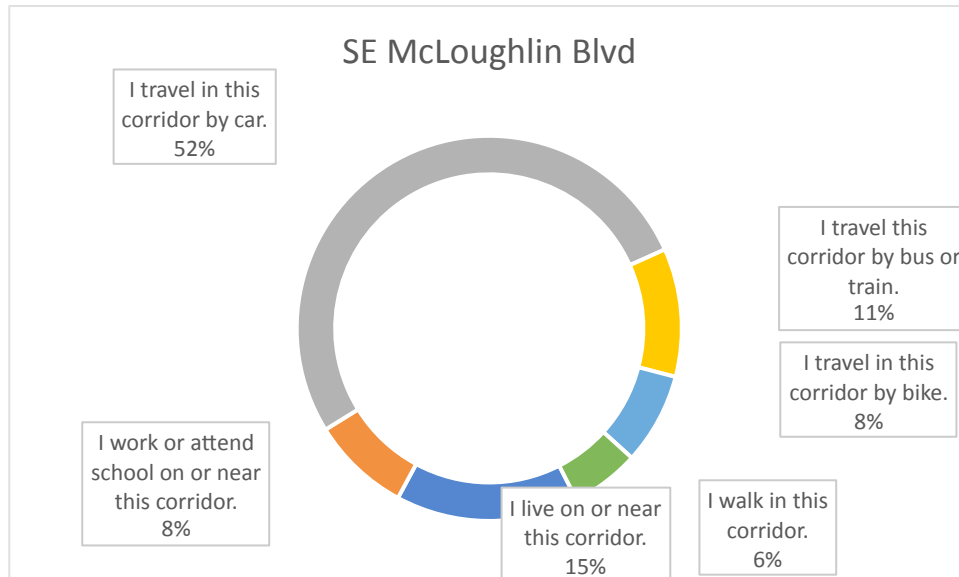
- “I would love if I had faster transit options with fewer transfers for my trip to/from work and I never had to drive. Would totally support burying the freeway while also investing heavily in more frequent transit service.”
- “Express buses with a dedicated lane during peak hours could complement existing transit service to downtown.”

Cyclists and Pedestrians

- “Too many right-hook/left-cross issues with poorly-trained motorists when I'm on foot/bike. Don't create more car traffic by adding any lanes. Induced demand has been repeatedly proven.”
- “Mostly fine but is a barrier and an eyesore as a pedestrian.”

SE MCLOUGHLIN BOULEVARD

HOW PEOPLE EXPERIENCE THE CORRIDOR:



SE MCLOUGHLIN BOULEVARD: COMMENTS FOR DECISION MAKERS

This corridor gained generally positive reviews from those traveling in personal vehicles, with many commenting that the current state is adequate and is a “workhorse of a road.” Respondents suggested that signal timing could be improved, especially with side streets and crossings, and highlighted that pedestrian and bicycle access felt limited and showed strong support for expanding multi-modal transportation options, especially to Oregon City. Excess vehicle speeds are observed by many who traveled within this corridor and were often referenced as a contributing factor in the corridor feeling ‘unsafe’.

Infrastructure and Design

- “Another major corridor in east Portland that feels neglected”
- “An overpass at Reedway would help access to and through this corridor where there is currently a large gap heading east-west. Lots of potential for housing development and density near the Orange line.”
- “Generally, moves well during the hours I use it frustrated when signals are not coordinated with cross streets.”
- “Not bad to drive on. I won't bike here (too many driveways). Usually my preferred way in/out of outer SE.”
- “This is probably the best part of my commute honestly, when I'm driving. If the Park and Ride at Park and McLaughlin Blvd and at McLoughlin and Tacoma were about 3 to 5 times larger than they are now, more of us would ride the Max into downtown rather than fight with parking. As it is now, there is nowhere on the South East side to park and ride other than parking in someone's neighborhood and hiking to the nearest Max stop. These lots are routinely full before 7:30am daily, along with the next-door Lodge parking lot.”

Cyclists and Pedestrians

- “Between Milwaukie and the Willamette River, the built environment, including the zoning, site design, and streetscape have resulted in uncomfortable and unattractive pedestrian and bike access. The frequent bus has been successful along the corridor. The streetscape in Oregon City has provided better pedestrian and bike conditions. Regarding cars, the traffic tends to flow fairly well.”

- “It would be amazing to be able to bike or walk in this corridor, but right now that is absolutely out of the question- it is only safe for cars and public transit.”
- “Needs bicycle infrastructure - currently a death-trap for cyclists.”
- “99E is *such* a massive barrier to the neighborhoods it bisects. Biking and walking crossings and perilous and few. We should be talking about slowing it down so that we can provide more crossings, neighborhood connectivity and light rail access. This is another road Portland needs to take from ODOT, after Powell and 82nd.”

Congestion and Traffic

- “I have noticed an increase in traffic on this road, particularly southbound as it approaches the 205 freeway.”
- “Just a loaded street - - sometimes I have to come home from NE Portland 4:30-5:30 and it's so loaded up, starting just before the overpass of 99E.”

Transit

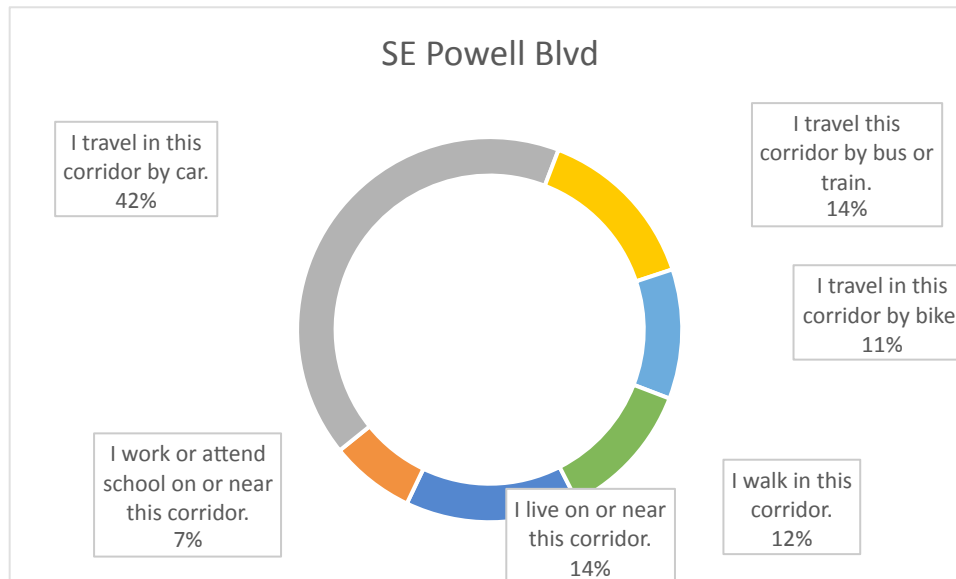
- “Create safer facilities for walking and biking. Promote mass transit along this corridor, extend Orange line to Oregon City.”

Speed and Safety

- “A person risks their life crossing this street. Traffic goes too fast, too many lanes, poor traffic control.”
- “A death sentence for anyone not in a car. Difficult to access the park in Sellwood from the east side.”
- “This is an incredibly unsafe corridor for pedestrians and cyclists. Improvements including protected bikeways, signal timing and speed reductions are needed.”
- “People drive fast on this road. That is fine as long as it is built for that.”
- “The motor speedway of the SE metro area.”
- “Cars go really fast here. There is one part of this that you have to cross/bike on briefly to connect to Sellwood. The N/S greenway has improved to make that safer, but it is still pretty tricky.”

SE POWELL BOULEVARD

HOW PEOPLE EXPERIENCE THE CORRIDOR:



SE POWELL BOULEVARD: COMMENTS FOR DECISION MAKERS

Many respondents would like to see improved bicycle and pedestrian improvements, such as crosswalks/crossings, improved sidewalks, protected bike corridors and better lighting. Many do not feel safe walking, biking or driving within this corridor, due to high vehicle traffic and speeds. Congestion and the movement of traffic was consistently referenced – specifically congestion and back-ups during peak times. Potholes and the general state of the roadway infrastructure was cited by survey participants; as well as strong support for transit only lanes and increased transit infrastructure.

Infrastructure and Design

- “This should be taken away from ODOT, and PBOT should take over the street. Protected bike lanes need to be added to the street. Removing left-turn pockets and TWLTL is the first way to get this room needed. Signalized pedestrian crossings are needed more often, with median islands. Corner radii should be reduced to slow traffic.”
- “An abomination. Needs to get taken over by city and turned into narrow street “
- “Appreciate the new design to increase walkability and safety.”
- “At this stage, I suspect there is nothing that can be done to make Powell flow better while also being safer and more aesthetically pleasant. Any suggestions are helpful “
- “Potholes, Poor signage, dirty; same as 82nd and SE Foster Rd”

Cyclists and Pedestrians

- “Can be a hot mess. Traffic lights need to be timed so that pedestrians get a break in the non-lighted intersections.”
- “Challenging pedestrian area, although the protected crossings are a step in the right direction. “
- “Congested, not walkable. People drive too fast and are aggressive. I am so grateful for the left turn arrows installed at 21st and 26th and the new crosswalks near Cleveland. Such a huge improvement. However, there are just too many cars moving too quickly for it to be as safe as I would hope for it to be. I worry a lot for my car free neighbors walking to Target or Starbucks. I've seen people hit more than once.”

Congestion and Traffic

- “A parking lot so much of the day. Crosswalks near Hopworks seem dangerous.”
- “As traffic gets bad around the I-205 interchange and 82nd Ave I travel other secondary corridors and through streets to avoid congestion.”
- “With the addition of the stop light near SE 28th, this has caused a grid lock starting at SE 21st and going on to SE 33rd. One reason is the SE 26th and SE 28th lights are not in sync. Back up each morning and afternoon.”

Speed & Safety

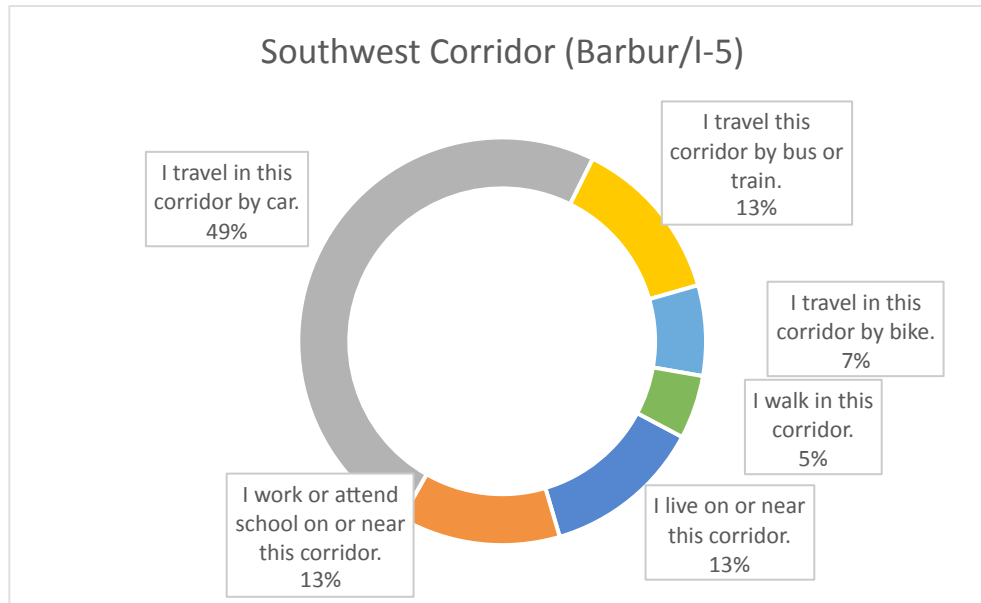
- “Dangerous for my children at Cleveland HS to walk/bike. My husband was nearly killed by a driver running a red light at SE 21st and Powell. PLEASE make Powell safer, slower and more friendly to bikes and peds.”
- “Powell needs to be slowed way down. It feels like a highway.”
- “Slow the traffic WAY DOWN. Especially outer Powell -- far east Portland experiences the most pedestrian deaths.”
-

Transit

- “Please include a new Max line on Powell, extending to Mt Hood CC, in the 2020 bond.”
- “I sometimes take the 9 Powell bus or the Blue line MAX, when I need to get into downtown Portland, but it takes an hour to get from east or downtown Gresham to downtown east Portland, longer to west downtown Portland. Can we have an express bus service from, say, Gresham to somewhere near downtown Portland, for those of us who live way out in east Portland or Gresham and have to get into downtown??? Or have the MAX run an express route between Gresham and near downtown Portland?”
- “Bus priority here would be awesome and I'd definitely use way more.”

SOUTHWEST CORRIDOR (BARBUR/I-5)

HOW PEOPLE EXPERIENCE THE CORRIDOR:



SOUTHWEST CORRIDOR (BARBUR/I-5): COMMENTS FOR DECISION MAKERS

A large number of respondents described using this corridor as an alternative to 1-5, emphasizing high congestion along this corridor during peak travel times. The majority of respondents felt that this corridor was unfriendly for biking and walking – citing high amount of vehicle traffic, gaps in sidewalks and unprotected bike lanes as key sources of concern. Safety improvements were consistently cited as a key issue for those who use multi-modal transportation options. A recent transit extension was well received by many who experience this corridor, and some would like to see additional transit connections to the PCC campus.

Connectivity and Infrastructure

- “A good alternative to a freeway for getting into downtown Portland.”
- “Have to drive to work daily, would rather than take public transportation.”
- “I used to live here, and frankly, it’s a mess. Sidewalks are inconsistent, ending without warning or being so overgrown and broken as to be unusable. There’s very little public transit (I don’t have a car, so I depend on it). Traffic is horrendous every afternoon as early as 3:00pm with cars trying to get onto I-5 from Barbur, or thinking they’re outsmarting the traffic by driving on one of the smaller residential streets east of Barbur, so those streets end up nearly as congested, but now with pedestrians & their dogs.”
- “I’m filling out this survey because I’m stalling. I have to drive home and know that it’s going to be a disaster out on I5. It only took 20 minutes to get to work, but it’ll take 50-70 to get home.”
- “Buses going into downtown get stuck on Barbur at rush hour because of all the cars in the right lane waiting to get onto the Ross Island bridge, and the bus can’t move over to the left lane until it’s passed the last bus stop. Buses need dedicated lanes in this area.”

Transit

- “#96 express bus is great! Keep it!”
- “Max project should address most issues here.”

- More late night bus availability from exit 290 to Portland. The last bus runs before I'm off work and can only get home by car.

Cyclists and Pedestrians

- “Barbur is I-5 overflow. Dangerous on a bike.”
- “Dangerous. Too much traffic, too fast for bikes. Need more than paint to protect riders.”
- “Has good transit service but poor sidewalk and bike access to transit from the neighborhoods.”
- “I have tried to bike this corridor and there just doesn't appear to be a safe option. So I feel like I have to drive.”
- “Major gaps in pedestrian facilities.”

Congestion and Traffic

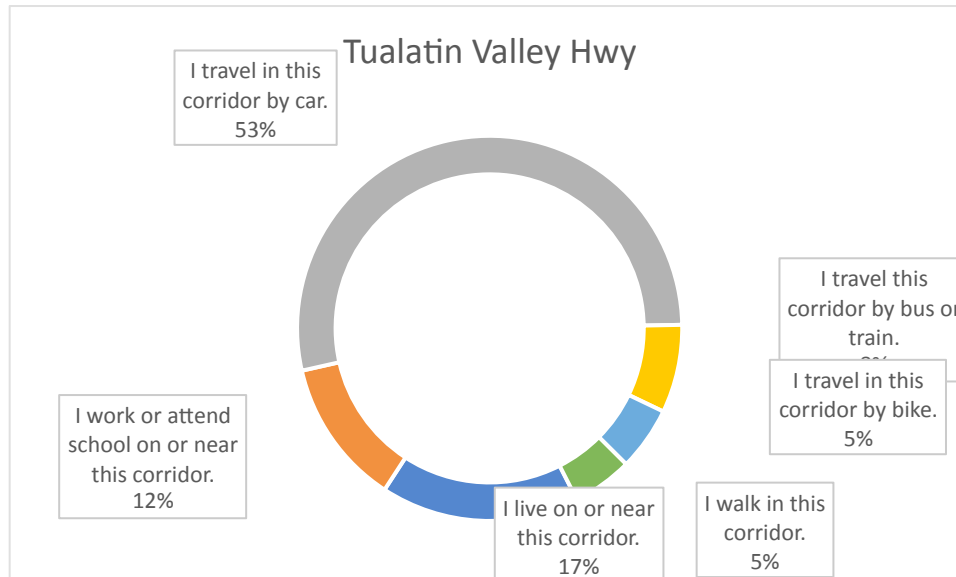
- “Congested primarily with cars and buses as individuals seek an alternative to I5.”
- “Driver behavior is as bit a problem as congestion itself. (cutting in, running signals, etc.)”
- “Brutal to travel during rush hours. Heavy traffic most times of day.”
- “This corridor experiences extreme congestion that needs to be mitigated through congestion pricing and transit improvements not freeway widening.”

Speed and Safety

- “Biking is still very scary. I'm best friends with someone who nearly died in a late night hit and run while he was with his bicycle on this corridor. Barbur needs to be fixed.”
- “Barbur is the only flat stretch and access to the SW neighborhood. I risk my life on that road every time.”
- “This is an excellent place to make up lost time from I-5 in my car. I can avoid traffic on I-5. There is no enforcement, and I can drive 60-65mph into downtown without fear of getting caught.”

TUALATIN VALLEY HIGHWAY

HOW PEOPLE EXPERIENCE THE CORRIDOR:



TUALATIN VALLEY HIGHWAY: COMMENTS FOR DECISION MAKERS

Respondents would like to see transit improvements that fall in-line with housing and business development in south Hillsboro. Traffic light timing is an issue for many community members, with a large number of respondents expressing the need for synched lights during heavy travel periods.

Infrastructure and Design

- “Awful road planning. Too many side access routes making it a very dangerous corridor especially through Aloha and Hillsboro. Travelling this corridor through Beaverton is congested with traffic. It's the worst.”
- “TV Highway has become much worse in the 20 years that I have lived here, and even though I drive it every day, it takes longer due to all the traffic lights that contribute to backed-up traffic and slowed traffic speeds.”
- “With all the infill in Washington County, will become impassable before too long, not enough options to get North or South from TV Hwy by anything but car.”
- “There are insufficient public and active transportation options in this corridor where incomes are among the lowest, people of color and seniors are a high percentage of the population. I try to cycle from Forest Grove to Hillsboro and find it dangerous and very unpleasant. There is no Express bus line, either. What do you want taxpayers in this area to do?”

Cyclists and Pedestrians

- “Always busy, a place I wouldn't dream of walking along, let alone trying to cross except at major intersections.”
- “Lacks sufficient lighting and pedestrian facilities. Travel lanes are too wide in portions. Needs more ped. crossings over rail line or other interventions.”
- “Needs bike lanes, badly.”
- “The bike lanes aren't protected & there is a lack of marked crosswalks, despite more & more housing.”

Congestion and Traffic

- “Downtown Beaverton traffic lights are awful. Get the fellow who timed the lights on NE Weidler to help with the timing!”
- “If the lights were timed to go green together and red together traffic would flow much better. Your light goes green but since the next light is still red it's all just a grid lock and no one goes anywhere.”
- “Had a business on this and the traffic congestion has continuously gotten worse.”
“I avoid TV Highway whenever possible. It's so SLOW!”
- “Left turning lane at Murry & TV Hwy (NB to WB) is short signal, causes traffic to back up significantly near Toyota Dealership. Lights not sequenced properly causes slow going traffic.”

Transit

- “Bus service is not frequent enough. It’s only twice an hour.”
- “I live here. I love the fact that the busses come so frequently. However I work swing so if a coworker is late it takes me over 2 hours to get home unless I want to pay 30.00 for a cab”
- “In order to use the MAX line it will need to be extended to Forest Grove, Oregon”

Speed and Safety

- “One of the deadliest corridors in the region for pedestrians.”
- “It’s getting a lot more dangerous. Too much housing going in without regard for traffic.”
- “Pretty good except at intersection in Raleigh Hills, Scholls Ferry, TVHwy etc. DANGEROUS. NEEDS RESTRUCTURING.”
- “Why do people drive 35 mph in the left lane when the speed limit is 45 mph?”

TIER 1 CORRIDOR COMMENTS: TRANSLATED SURVEY FINDINGS

Three responses were submitted and translated from Vietnamese. These responses referenced potholes and the condition of the road (82nd Ave); support for the design of 122nd and SE Powell but a concern with the traffic and travel delays due to road closures. These responses also shared a frustration about access to parking and the condition of the roadways downtown.

Three responses were submitted and translated from Spanish. These responses highlighted a concern and experience with high levels of traffic during peak hours on Interstate 5 (Downtown), as well as strong support for pedestrian safety, bike lanes, and a requested for increased safety at bus stops.

OTHER CORRIDORS NOT LISTED

Survey participants were presented with the opportunity to write in a corridor that wasn’t offered within the full list of Travel Corridors defined within the survey. Consistently cited corridors with key themes included:

Highway 213

- “213 is often a forgotten travel corridor that could use some attention. Many large vehicles share this corridor with cars, motorcycles and school buses every week.”
- “HWY 213 and Beaver Creek Rd have a major concern with projected neighborhood development of hundreds of new homes. Need to increase lanes to handle increased traffic before permits and project approvals. “
- “Hwy 213 should be on the list. It is a key corridor that should be addressed as people move further out to be able afford housing. We are creating a situation where those with lower incomes are being forced to spend more time commuting in congested Hwy 213.”

Highway 26

- “Hwy 26 and its connection to I-405. A major bottleneck, with no plan to address.”
- “Hwy 26 at Sylvan is a nightmare going into the city by car!”
- “HWY 26 at the tunnel. Although there are solid double lines. People ride up and switch lanes in the tunnel. This is why the majority of accidents happen. They cut someone off, two cars back have to slam on the breaks causing a rear end collisions. Cameras should take photos and issue tickets.”
- “Hwy 26 into town is a nightmare that is now almost constantly crawling from the Sylvan hill all the way to downtown/405 at all hours of the day. People crawl onto 405 at low speed even though they have their own lane (not merging). Not sure how to speed people up. Perhaps take away the signs that say slow? This road needs to be rethought in a major way.”

I-5: Bridge Crossing

- “I-5 Bridge Columbia River Crossing, congestion. Portland was not built for this much population. Large truck transport of goods needs to go around the city not through it. Trains blocking traffic at intersections near Water Ave., SE 11th. SE 11th, Double Max crossing with RR, you never know how long this will be?? I was 1-hour late to work one morning because of this”
- “I-5 bridge needs to be replaced and fix congestion around Hayden Island. “
- “I-5 bridge to Vancouver needs a light rail or at least a segregated bus lane”

I-84

- “I-84 between 205 and i5 is horrendous most of the time it seems. East Gleason St is also a great opportunity for a biking corridor if a bike lane was added to extend further east than just the Laurelhurst neighborhood.”
- “I-84 between I-205 and downtown needs to have more exits to allow traffic to get on to side streets when there are major tieups. It's absurd that there is no exit on the westbound lanes between I-205 and 43rd. I need to drive this road two or three times a week from Beaverton to Troutdale, and if there was a bypass route I would take it. It's a complete disaster.”
- “I-84 from 205 to I-5: Please for the love of God do something with this insane 6 miles of road to help those of us commuting from the East side avoid 2hr long commutes to get through this massive bottleneck. Raised double decks, widening (impossible I know), something has to be done.”

Hawthorne & Belmont

- “Hawthorne and Belmont Please don't bike on it it freaks all the cars out and safer roads to bike on z it is a narrow and steady corridor but drivers kind of distracted by all the shops and stuff “
- “Hawthorne and Belmont. Buses take up both travel lanes. Too many bikes slowing traffic. “
- “Hawthorne Blvd has narrow sidewalks, even in high-traffic areas; limited safe crossings; lanes too narrow for buses to navigate easily; too much street furniture, especially signs and power/telcom poles; sidewalk ramps that lead into traffic instead of straight into the crosswalk (most of which are unmarked). SE Morrison is too wide, has no crosswalks, traffic is very fast, and buses are forced to make very awkward maneuvers in and out of bus stops.”
- “Hawthorne Blvd has sidewalks that are too narrow in order to dedicate the maximum amount of room for autos, exacerbated by the sheer number of pedestrians on this busy shopping street. There aren't enough crosswalks. 39th avenue needs a scatter cycle for pedestrians badly, and the intersection at 12th avenue is dangerous for pedestrians because of northbound 12th traffic turning right (east) onto Hawthorne. You always feel like you're going to get run down. Also, the lanes are squeezed because of limited space; consequently, the buses almost always have to straddle both lanes in order to travel without hitting parked cars”

TRAVEL IMPROVEMENTS

FOUR TYPES OF TRAVEL IMPROVEMENTS: HOW MIGHT THESE HELP YOU OR YOUR COMMUNITY?

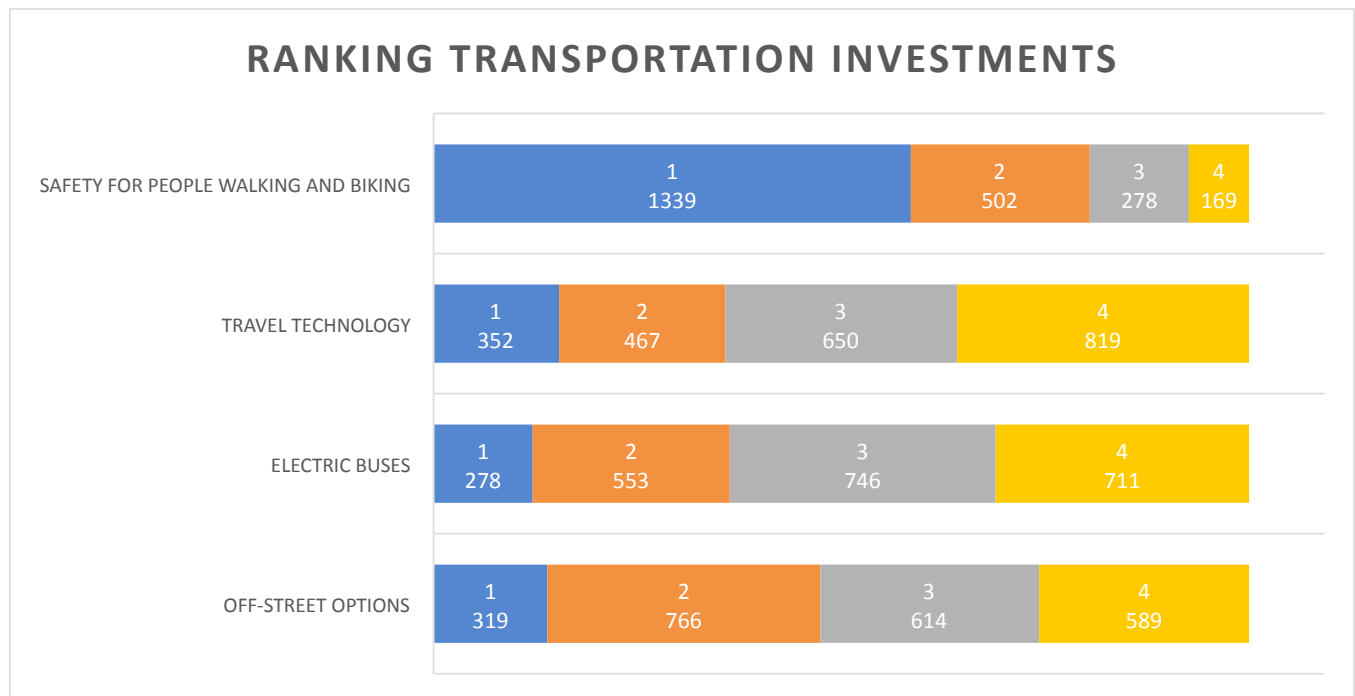
Survey participants were asked to engage with four types of improvements that aim to improve travel. Questions asked respondents to provide personal feedback on each of the improvement areas, with the opportunity to rank the importance of these transportation improvement programs

The four improvement programs (with a list of examples) presented in the survey included:

1. **Safety for people walking and biking** (Examples Provided: Improved sidewalks, safer crosswalks and bike lanes, and better lighting at bus/MAX stops)
2. **Travel technology** (Examples Provided traffic signals that give buses priority; More accessible shared transportation options; WiFi at bus/MAX stops to help find out when the next bus is coming)
3. **Cleaner buses** (Examples Provided replace diesel buses with clean and quiet electric buses.)
4. **Off-street options** (Examples Provided build and connect trails that people use to walk or bike for commuting and other trips)

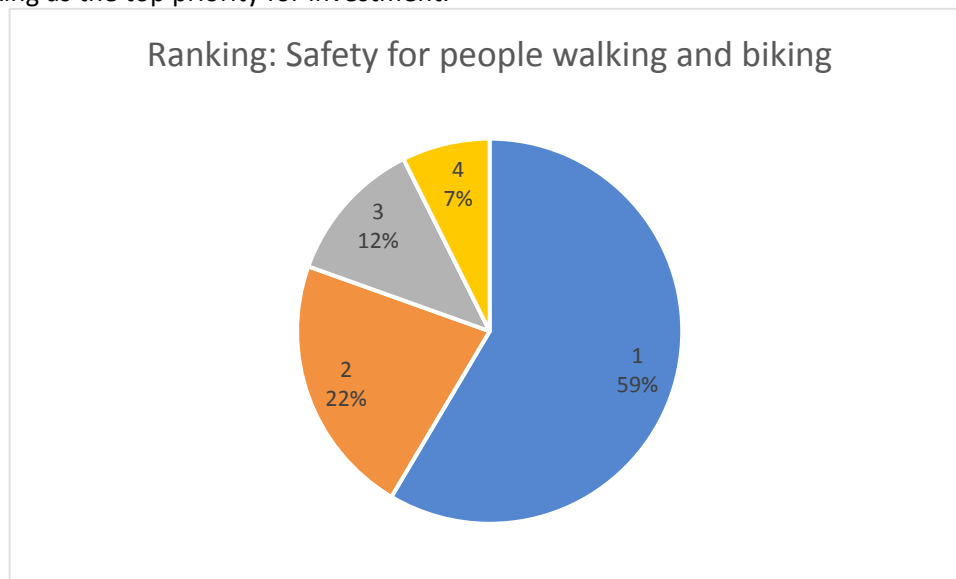
When ranked, survey participants placed Safety as the top priority for investment, with Off-Street Options as the second highest ranked priority. The other transportation improvements options (Cleaner Buses, and Travel Technology) had less of a drastic distinction between rankings.

The graphic below shows the total number of responses per each ranking category for each of the four transportation investment areas.



TRANSPORTATION IMPROVEMENT INVESTMENT: SAFETY FOR PEOPLE WALKING AND BIKING

Ranking: The majority of responses (59%) selected Transportation Improvements supporting safety for people walking and biking as the top priority for investment.



Safety Comments: When asked to describe how this improvement might help your community, survey participants responded with some specific strategies for addressing safety (emphasis on sidewalk improvement, crosswalks, lighting, and protected bike lanes) as well as strong support for the prioritization of bike and pedestrian safety.

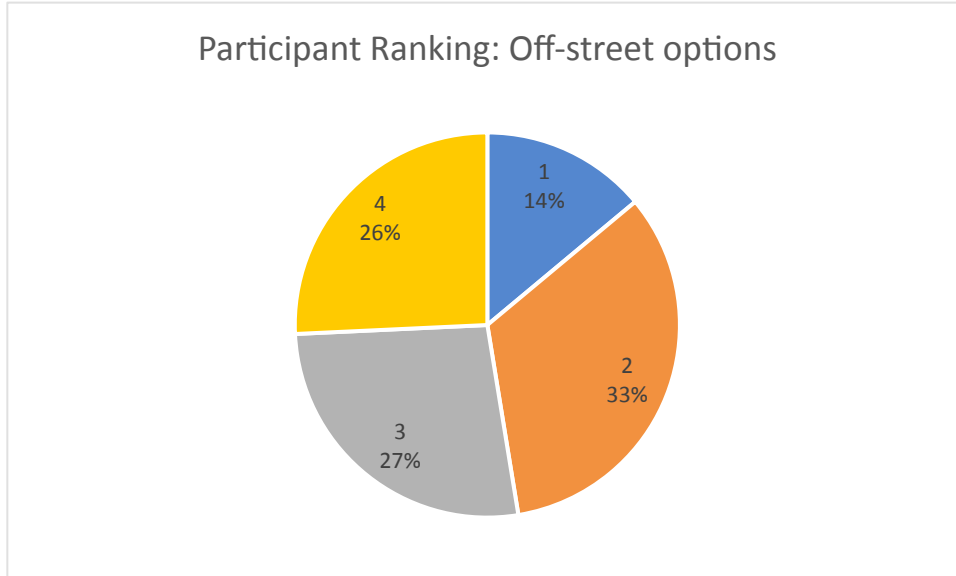
A mix of comments expressed hesitation or resistance to the prioritization of funding dedicated to bike and pedestrian over other transportation improvements, and others highlighted that this was less of a concern or priority for their community or neighborhood due to geographic realities and/or commutes.

Quotes from Survey Participants: Safety for people walking and biking

- “Completing walking and biking networks would be huge. It would also cost a small fraction of what is needed to expand infrastructure for cars.”
- “Doesn’t impact my commute at all. I live in West Linn and commute to Beaverton. I would never walk, bike or use transit. My job doesn’t allow it.”
- “I am a bike commuter and leisure rider, runner, and walker. These are a top priority for me.”
- “I would be more likely to take the bus if walking to/from the bus stop nearest my destination were more pleasant and safe.”
- “It would be a great help. It does not feel safe to walk when there are no sidewalks along most of the streets in many neighborhoods.”
- “Just having functional sidewalks would be a huge improvement. Being able to cross streets without nearly getting killed by other people would be nice. Crossing at convenient spots, and not walking a half mile out of the way for a marked crosswalk would be nice.”

TRANSPORTATION IMPROVEMENT INVESTMENT: OFF-STREET OPTIONS

Ranking: Thirty-three percent (33%) of respondents selected Off-Street options as the second most prioritized transportation improvement for the region. Fourteen percent selected this as the most important transportation improvement; 2% of respondents selected this as a 4 (or the lowest ranked priority).



Off-Street Options Comments: When asked to describe how off-street options for biking and walking might help communities, respondents who commented offered a mix of strong support for off-street and protected bike paths – referencing increased bike ridership, the environmental impact of less car-centric trips and more people riding and walking, and an increase in the quality of life experienced within certain neighborhoods as some of the outcomes connected with an investment in interconnected off-street options. A number of comments expressed concern around the safety of off-street trails – specifically referencing homeless camps and lighting as factors that would deter them from using off-street facilities. Out of those who felt the off-street options were not a critical transportation improvement, several referenced safety and enforcement of safety as a major barrier to use (again referring to homeless populations and camping along off-street corridors).

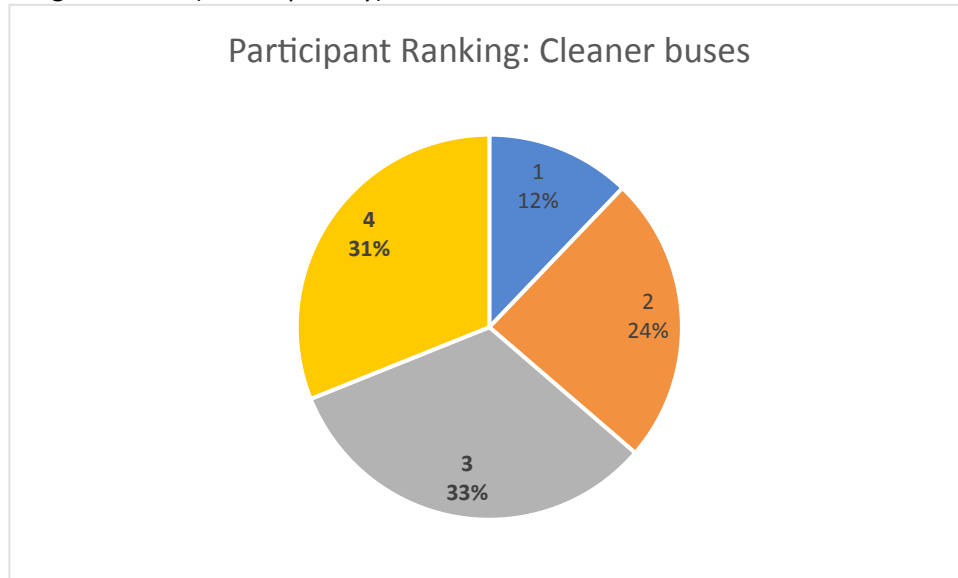
Quotes from Survey Participants: Off Street Options

- “Bike routes where people don't have to worry about cars would make us safer and encourage more people to bike instead of drive.”
- “Active transportation networks integrated into transit networks greatly expand the usability of the transit network. In climate and air quality terms, it also has the largest cumulative effect in reducing emissions.”
- “Fighting cars for space is a losing battle that usually ends up with pedestrians or bicyclists dead. Please do this.”
- “Anything that provides a separate and protected pathway for peds and bikes from vehicular traffic is a step and roll in the right direction. Accessible access to the region shouldn't rely on a personal vehicle.”
- “Again, a very minimal consideration when trying to reduce the growing traffic congestion problem. Very few people as a percentage of commuters and motoring public will change their behaviors. And this is Oregon, it is cold and rainy and folks will not ride their bikes year round.”
- “Currently these draw homeless populations, while I want to support this, we should put money into supporting homeless and to maintain what is there before expanding new ones.”
- “Help us be more active but unless you keep them clean and safe people won't use them. Our trails are blocked by campers who set fires and harass people who go by. I refuse to use them even though we love walking places. Until our cities prioritize citizen safety and cleanliness we will continue to use our cars daily.”

- “Almost all the trails in Portland are used by homeless camping. Crime and garbage are overwhelming. Building more would be a waste of money.”

TRANSPORTATION IMPROVEMENT INVESTMENT: CLEANER BUSES

Ranking: Responses placed electric buses within the bottom two priority levels – with 33% selecting a 3 out of 4, and 31% selecting 4 out of 4 (lowest priority).



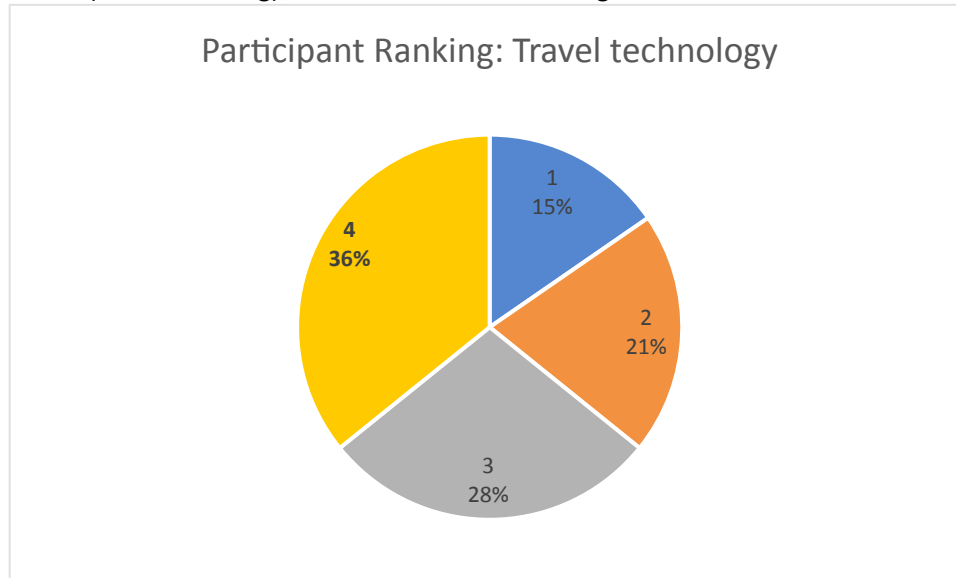
Electric Buses Comments: When asked to describe how electric buses might help or benefit their communities, the majority of people who chose to comment expressed strong support—referencing improvements in air quality and health as a top benefit, as well as a reduction in noise pollution and environmental impact (long-term). Those comments that expressed a hesitancy or resistance to electric buses cited a desire to see investments directed to improvements that they saw as a greater priority – such as frequency, availability, and cost of public transit options.

Quotes from Survey Participants: Electric Buses

- “Electric buses would be great for the broader Portland area's air quality!”
- “For this I am primarily concerned about my daughter who goes to daycare on 6th Ave. It is highly worrying to think about the diesel fumes the toddlers are breathing during their playground time.”
- “Asthma rates are very high among children in my neighborhood. We need to electrify our bus fleet.”
- “That would be great!. It’s really hard to hear on the bus if you have hearing issues. Also the breathability would be much better.”
- “Anything that reduces air and noise pollution will make for a safer community.”
- “Although this is a great idea environmentally, I don't think this should be a major focus. The primary focus should be on upgrading roads, and having more buses that reach more residential neighborhoods. Cleaner buses would be a great idea once we had enough buses.”
- “Can't justify the cost and impact on the environment to produce, maintain and dispose of the batteries”
- “Not a priority, increase service frequency and add bus rapid transit/signal priority/HOV lane access before spending money on upgrading the fleet. People aren’t going to take the bus because it’s electric, they’ll take it because it’s fast and reliable.”

TRANSPORTATION IMPROVEMENT INVESTMENT: TRAVEL TECHNOLOGY

Ranking: Responses placed travel technology within the bottom two priority levels, with 36% of respondents selecting a '4 out of 4' (lowest ranking), and another 28% selecting a '3 out of 4'.



Travel Technology Comments: When asked to describe how travel technology might help or benefit their communities, the majority of people who commented expressed support—referencing specific technological improvements that could increase the reliability and frequency of busses and transit options (specifically, bus priority lanes and transit-only signaling). Responses were mixed between support for wireless internet, not seeing it as a top priority, and some strong resistance (specifically, that wireless internet service should not be subsidized by taxpayers). Several comments expressed strong opposition to services such as Uber and Lyft which they saw as contributing to more cars on the roadways and in turn increasing environmental crisis and climate impact. Others felt that busses were not the answer, and that most people would continue to use single occupancy vehicles, and in turn transportation investments needed to focus on more lanes and easier commutes/travel options for cars.

Quotes from Survey Participants: Travel Technology

- “Anything to make transit more reliable and efficient would be greatly appreciated. More people need to use transit - climate change is here!”
- “Bus priority (including signal priority and enforced, dedicated bus lanes!), protected bike lanes, better tracking/arrival time info at stops, more speed/red light enforcement via camera.”
- “As a transit user, prioritizing buses through lights would be huge. WiFi would also be great, especially for lower income people who may have limited data, but does nothing for those without smart devices.”
- “Every bus and MAX stop should have an electronic reader board that already displays when the next bus or train is coming. Don't put that burden on people.”
- “Bus priority will work. Is accessible shared transportation options code words for Uber? No thanks. Wifi at transit stops - not worth the effort or money.”
- “I like the traffic signals for buses. People don't yield for buses, and competing for space adds to gridlock and is unsafe.”
- “I would LOVE to take the bus to work but currently it takes almost twice as long as driving and I can't justify that time expense. Anything you can do to make transit faster is a huge benefit in my opinion - allowing more people to take the bus instead of cars and promoting walking and more community on our streets! I don't personally see wifi at bus/max stops as a high priority.”

- “I don’t understand why tax payers would pay for free WiFi at max stops. There are plenty of other avenues to know when the next bus or light rail will arrive. I feel that WiFi will only cause the homeless population to start camping out at stops causing them to become even more dangerous.”
- “Busses are useless. How am I to drop kids at daycare & change busses multiple times to get to work? Also, I need to be able to get to appointments that are work related.”
- “Busses do not deserve priority. WiFi paid for with tax dollars is ridiculous. Build more roads.”

BASED ON YOUR EXPERIENCE, IS AN IMPORTANT KIND OF IMPROVEMENT MISSING?

More than 1,000 participants responded to this open-ended invitation to describe specific transportation improvements that they felt were missing or not-represented in the survey options.

The majority of responses supported improvements that increased the frequency, reliability, and enjoyability of using public transportation. These improvements included prioritizing bus/transit only lanes and supporting a focus on safety/security. A large number of comments also encouraged congestion pricing and tolling – recommending a combination of incentives and disincentives for people to shift from a reliance on single occupancy vehicles. Other comments asked for strategies that prioritized addressing the reality and presence of unhoused or houseless populations along corridors and next to transit stops.

A selection of comments for each of these three major themes are included below:

Public Transportation: Frequency and Availability of Transit Options

- “Additional Max routes, while biking is great, not all are physically capable of doing so and busses are so slow they are almost a non option. Except for rush-hour driving is still the quickest way around the city and unless that (and rising housing costs) change, more and more people will continue to drive cars.”
- “Adding more transit lines and increasing frequency.”
- “As I said with respect to travel technology, we need more than wifi/priority signals. We need to make it such that people would prefer to walk/bike/take public transportation than get in their car. This is important for the sustainability of our planet and communities.”
- “Making dedicated bus lanes on priority corridors during rush hour, doing congestion pricing to encourage a shift. Investing in this infrastructure is also important for disadvantaged communities. They often don't have the ability to drive everywhere. So instead, they are stuck on buses that probably doesn't come frequently enough, that they got to after walking through an un-pedestrian friendly part of town, that is now stuck in traffic because all the privileged people are in their cars because taking the bus is not an attractive option...I feel lucky for living in a fairly accessible part of town. We need everyone to feel that way.
- “Unfortunately, it is again the disadvantaged, that live in communities that aren't safe for pedestrians or bikes. There are too many accidents caused by cars going too fast. We need to help everyone feel safe walking, biking. And we need to want people to love public transportation. Focus on investing in this, not roads.”
- “Bus-only lanes are cheap and would improve commute times for riders. Faster busses would definitely increase ridership (which would lower car traffic). It's a virtuous cycle.”

Congestion Pricing, Tolls & Incentives

- “All of the above are carrots, but we also need some sticks so that driving is not so cheap and easy. Parking should never be free, and taxes to own a car and buy gas should be very high. People who own cars think that it is cheaper and quicker to drive somewhere in town instead of taking the bus. This needs to change. The bus should be the cheaper and quicker option.”
- “Congestion pricing to reduce congestion and car free streets and plazas to encourage more walking and biking are missing.”
- “congestion pricing. dedicated lanes for bus/transit, dedicated protected bike lanes, dealing with last 1/2mi issues to connect to transit system, freeway caps to mitigate environmental, noise and neighborhood impacts, increasing share of transportation network dedicated to bike/peds, reducing share dedicated to automobiles.”
- “Tollbooths for WA residents coming to Portland should be set up before Oregonians spend more taxes on our roads to accommodate WA drivers.”

- “Incentivize large employers to shift employees to different locations to be closer to home and minimize travel (I think Key Bank did this in Seattle in the mid-90s).”
- “Carpooling, mandatory school buses (clean electric) for schools to transport children/teens thereby reducing cars to drop off and pick up kids.”
- “Get employers to provide transit as a paid benefit, for reliable transport.”
- “Incentives from employer”
- “These options are good, but I don't see any emphasis on providing incentives for employers to offer commute flexibility that would allow workers who drive to work to simply shift their schedules to avoid being on the system during the AM and PM peaks.”

Strategies to Address Unhoused Populations & Physical Appearance of Corridors:

- “YES...dealing with the HOMELESS ISSUE. This impacts our lives, neighborhood and safety on a daily basis. People will continue driving as long as they don't feel safe on our streets.”
- “The buses and trains are not very clean. I don't know how often they are cleaned, but it needs to be more often particularly given the homeless who hide out in the trains. (nothing against the homeless, they just tend to not be very clean)”
- “Get more fare inspectors to get homeless and people with pets and fare jumpers off transit!”
- “Providing trash receptacles and cleaning the garbage from homeless camps would be a big improvement psychologically. Every step I take I see microtrash, needles or larger garbage. It is depressing to see this much garbage in my neighborhood everyday when I walk.”
- “Effectively dealing with homelessness and crime along transportation corridors.”
- “Yes, more safety should be provided on our mass transit options. I will not regularly take the bus or max because of multiple unsafe experiences that I have had on our transit system. Examples include being harassed on the max without anyone there to stop it, being harassed on the bus and being told by the driver that he would eject me along with the harasser when I complained. Riding transit with crazy/homeless/druggies does not make for a good experience and being a sexual minority I am harassed in public regularly just because people view me as an easy target. I drive most places to feel safer from these people and will not ride transit regularly until someone is present on all buses and trains to ensure commuter's safety.”
- Narrow large streets, remove lanes, add trees. Create a pleasant walking environment.